

B. Responses to Comment Letters

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Comment Letter L21
Friends of Harbors, Beaches and Parks
February 3, 2014



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February 3, 2014

Via E-Mail

Orange County Planning
Attn: Kevin Canning
300 N. Flower Street
Santa Ana, CA 92702-4048

Re: Esperanza Hills Project Draft Environmental Impact Report

Dear Mr. Canning:

Friends of Harbors, Beaches and Parks (FHBP) provides the following comments on the Esperanza Hills Draft Environmental Impact Report (DEIR). We would like to first express our support for preservation of the entire property as opposed to its development. Additionally, the project's DEIR must be recirculated to provide more complete data and analysis especially as it relates to the following sections: Greenhouse Gas Emissions, Hazards and Hazardous Waste, Biological Resources, and Recreation.

L21-1

Our specific comments are as follows:

Section 5.6 – Greenhouse Gas Emissions

As you know, the state has passed two important laws related to greenhouse gas emissions—AB 32 (The Global Warming Solutions Act of 2006) and SB 375 (The Sustainable Communities Planning Act of 2008). AB 32 requires that we reduce our greenhouse gas (GHG) emissions to 1990 levels by 2020. SB 375 requires each region to create a Sustainable Communities Strategy (SCS) that reduces vehicle miles travelled (VMT) and meets the target of an 8% reduction in those VMT by 2020 and 13% reduction by 2035.

L21-2

Currently, the site in its generally undeveloped state is sequestering carbon through the vegetation and soil. If the residential development is approved it will generate carbon and GHG emissions as well as VMT. As noted in the DEIR, it will generate 6,930 metric tons per year of CO₂e. In June of 2011 the Orange County Council of Governments (OCCOG) adopted a sub-regional SCS. This document was incorporated into the Southern California Association of Governments (SCAG) SCS in April 2012 as an appendix. The DEIR failed to review consistency with the Orange County SCS adopted by OCCOG, which was also adopted in the SCAG Regional Transportation Plan and SCS. Therefore the DEIR must be recirculated to account for these adopted policies and strategies.

To actually meet the aforementioned targets, decision makers can no longer approve developments in the "business as usual" model. Instead they must consider how proposed developments, on the urban edge especially, will increase the number of VMT due to their distance from major roadways, freeways, transit opportunities, and amenities (grocery stores, office stores, cleaners, etc.); increase the need for and maintenance of new services (water, trash, sewer, roads, etc.); increase the risk of loss of life and property due to wildland fires by continuing to build in fire prone hills of Orange County; and decrease the quality of life for the existing community members due to increased traffic, larger classroom sizes in schools, etc.

L21-3

Further, OCCOG adopted the state's first carbon avoidance and sequestration strategy in the SCS, we believe under the circumstances, given these approved plans and standards the appropriate and logical mitigation measure is to transfer the rights to develop the property to a site located in a more urban setting adjacent to transportation corridors and transit. This would have multiple benefits, including: reducing VMT, creating vibrant communities in our urban areas through the use of infill development, and reducing the requisite additional, ongoing and permanent services the development proposal would have required.

**Response to
Comment Letter L21
Friends of Harbors, Beaches and Parks
February 3, 2014**

- L21-1 The County acknowledges receipt of a letter from Jean Watt, President of Friends of Harbors, Beaches and Parks (FHBP), dated February 3, 2014. Comments regarding opposition to the development and DEIR recirculation are noted.
- L21-2 Commenter is referred to Section 5.9 (Land Use and Planning, page 5-447 of the DEIR) where a consistency analysis is provided related to the SCAG 2012-2035 RTP/SCS goals. In addition, a full analysis of the Proposed Project's greenhouse gas emissions is found in Section 5.6 (Greenhouse Gas Emissions, beginning on page 5-257 of the DEIR).
- L21-3 As noted on page 5-268 (Section 5.6), a reduction of statewide GHG emissions of 28.9% compared to business as usual (BAU) conditions is an established goal of AB 32. Therefore, the GHG analysis was conducted using approved computer modeling (CalEEMod) and consistent with AB 32. Commenter provides no factual support to the contention that "the appropriate and logical mitigation measure is to transfer the rights to develop the property to a site located in a more urban setting adjacent to transportation corridors and transit." No substantial evidence is provided that the benefits listed outweigh the benefits of the Proposed Project as proposed. As stated in the DEIR, the Project site was considered for residential development in both the County and City of Yorba Linda General Plans and is therefore consistent with that intent.

With regard to the Sustainable Communities Strategy (SCS), the DEIR analyzed the Proposed Project as a reasonably foreseeable development, because the Murdock Property was considered in the General Plans for the County and the City, and the City's General Plan identified a higher density for the area than is proposed. Increased traffic, utilities, wildfire hazards, and impacts to schools are discussed in the DEIR on a cumulative basis as well as an individual project basis.

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County of Orange – February 3, 2014

Continued development at the Wildland-Urban Interface does not align with the legislation nor either SCS (OCCOG and SCAG) and clearly does not meet the regional targets set to reduce VMT by the California Air Resources Board. These hard facts must be squarely addressed in the DEIR.

L21-3
cont'd

As a side note, Esperanza Hills property has been included on the FHBP Green Vision Map as a property conservation groups' support for permanent preservation. The Map has been in existence since 2000 and is supported our 80+ member coalition.

L21-4

Section 5.7 – Hazards and Hazardous Waste

FHBP works closely with a coalition of conservation organizations that each provides their own unique perspective on varying land use related conditions. As it relates to this section one partner; Hills For Everyone (HFE) recently completed a comprehensive Fire Study, which included the Esperanza Hills site, in a scientific report called: "A 100 Year History of Wildfires Near Chino Hills State Park" (Fire Study) (See Attachment 1) and the other partner, the California Chaparral Institute similarly provides scientific information about chaparral ecosystems and wildfire. Based on the information about the Wildlife Fire Hazards, the DEIR must be revised and recirculated with more accurate and complete information.

L21-5

Specifically, the DEIR contends that the dynamic nature of vegetation communities is a critical factor in fire behavior modeling. We disagree. Vegetation is not dynamic unless influenced by outside factors. The HFE Fire Study, which documented 103 wildfires between 1914 and 2011, methodically demonstrates that only two (2) wildfires were caused lightning. The remainder (101 fires) was caused by humans—both intentionally and unintentionally. (See Attachment 2) The access to and expansion of the Wildland-Urban Interface is the critical factor. Further as additional roads were built, highways expanded or homes constructed at the wildland-urban interface the wildfires burning the hills tripled since the early 1980s.

The Chaparral Institute's research indicates that scrub and chaparral ecosystems should burn every 30 to 150 years (Halsey, Rick, *Fire, Chaparral, and Survival in Southern California*, pg. 3) (See Attachment 3). Further, based on the HFE Fire Study, this region is suffering from an increased, and therefore unnatural, fire frequency (See Attachment 4). The Study shows the area's ecosystems are actually burning every year. This increased fire frequency is actually type converting the scrub and chaparral habitats to non-native grasses (See Attachment 5). These grasses dry out earlier in the season, ignite easier, and spread fire faster especially in Santa Ana wind conditions. Since the fires are type-converting the vegetation—the more critical factor is humans.

L21-6

Additionally, the DEIR fails to acknowledge that there is potential for fire ignition within or at the edge of the project site. As was seen the Hills For Everyone Fire Study, the unplanned entrance to Chino Hills State Park at the Rim Crest development (about a mile and half from the Esperanza Hills property) has become a hotspot for fires. HFE was able to document 11 fires that burned this particular area of the Park. Further, the houses at Rim Crest were constructed in the 1980s. All six of the known fire ignition points documented in the HFE Fire Study occurred after the homes were constructed. Consequently, it was the introduction of homes and residents that increased the fire ignitions. There is no record of fires starting in that area between 1914 and when the Rim Crest houses were constructed. Since, the DEIR fails to analyze the potential for increased fire ignition due to the expanded Wildland-Urban Interface the document must be recirculated to take this factor into consideration.

L21-7

The HFE Fire Study is available online, as is the majority of the associated fire data in kmz format. The Fire Study is attached to this letter for your convenience (see again, Attachment 1). This Fire Study is a repository of fires from many different agencies, including CalFire. In addition to the three fires indicated in the DEIR that burned the Esperanza Hills site, the property was also burned, in its entirety, by the 1980 fire (unnamed), which burned 18,332 acres (See Attachment 6).

Again, according to the DEIR seven fires burned within one mile of the Esperanza Hills property. The reality is 11 separate fires burned within one mile of the subject property. (See Attachment 7) And the DEIR contends 13 fires have burned within two miles of the Esperanza Hills property. The reality is 20 separate fires have burned within two miles of the subject property. (See Attachment 8) Therefore the fire history analysis and interval between

L21-8

- L21-4 The Esperanza Hills project site is privately owned and as such can be developed in accordance with local General Plan and Municipal Code regulations. The FHBP Green Vision Map has not been adopted by the County. The County and the City anticipated future development of the Project site in the long-range plans adopted by the County and the City for the Murdock Property, of which the Proposed Project is a part.
- L21-5 The comment indicates a coalition of partners and the completion of a fire study by Hills for Everyone. The fire study *A 100 Year History of Wildfires Near Chino Hills State Park* was reviewed by the preparers of the FPEP during the FPEP's preparation, and a presentation was provided by Hills for Everyone explaining the key findings and results. The report includes a comprehensive study of the fires occurring in the Chino Hills State Park area. Although there are recommendations provided in the report that cannot be applied to the Esperanza Hills project because they focus efforts where ignitions are most prone to occur, such as along the SR-91 Corridor, there are recommendations in the report that are consistent with the Esperanza Hills FPEP. For example, 1) involvement of fire agencies and fire planners early in the project design process, 2) incorporation of the latest ignition resistant construction technologies, and 3) homeowner education regarding protection of their homes and awareness during wildfires were all major components of the project's design and planning.

The comment indicates that the information about "Wildlife Fire Hazards" results in a need to recirculate the EIR with more accurate and complete information. It is not clear what a Wildlife Fire Hazard is or whether the comment meant "Wildfire Fire Hazards." However, the FPEP provides a standard fire risk evaluation based on readily available fire history information and provides context for the fact that fires do occur in the area on a recurring basis, can be uncontrollable during Red Flag Warning weather periods, and requires special consideration in the design of fire protection features. Based on the evaluation conducted in the FPEP and the identified fire risk, a redundant layering of fire protection features has been provided, many of which are required by the Fire Code and/or the Building Code because they are known to result in ignition resistant structures. Therefore, there is no lack of evaluation comprehensiveness or any new information presented by Hills for Everyone that would indicate that recirculation with more complete information is necessary. The conclusions regarding the site's fire risk and what measures are needed to mitigate that risk would be the same, as the number of fires does not impact the design or construction of the project, which is based on a worst-case fire condition.

The comment misrepresents the DEIR statement that the dynamic nature of vegetation is a critical factor in fire behavior modeling. The statement is meant to provide context that vegetation follows a process of establishment, growth, and maturation, which may occur over a very long time or may be interrupted prematurely. When disturbance occurs, whether natural, such as a landslide, flooding, or other, or because of humans, vegetation responds dynamically. Vegetation starts this process over with colonization of the disturbed area by nitrogen fixers, then over time, the native plants return, establish, grow, and mature. This process occurs in natural systems. The process of disturbance that removes vegetation and sets a landscape back to an earlier successional stage, resulting in less fuel and correspondingly less aggressive fire behavior is a key component of fire behavior modeling, as it is used to determine how fire may respond within thinning and irrigated fuel modification zones.

The comment further indicates that humans are the primary fire cause in Chino Hills State Park. This is true in all of Southern California. There are very few areas that are not within reach of the predominantly urbanized/developed areas. Chino Hills State Park is currently

surrounded by urbanization and includes major ignition sources at virtually every border, or exposure to other reserve areas that are bordered by urban areas, including the SR-91 Freeway. The project's construction would not add to the ignition sources, but would replace existing ignition sources (existing residential development) with newer, planned, and fuel modification buffer inclusive development that would be anticipated to provide more of a buffer than existing conditions and reduce accidental fire starts that escape into the Chino Hills State Park. This is especially true under extreme fire weather conditions, as the project lies downwind of the park and any ignitions would be driven to the west.

L21-6 This comment is noted. As indicated, the Proposed Project would not add to the potential for fire ignitions but would replace existing ignition sources with sources surrounded by a managed and maintained 170-foot-wide buffer that is downwind of the Chino Hills State Park on days where fire ignition and spread would be most likely. See response to Comment L21-5 above.

L21-7 The comment indicates that fires were started by hikers from a 1980s Park-adjacent development with an entrance into Chino Hills State Park. There is no clear indication that this is the case other than that the fires occurred after the development was in place. However, the Esperanza Hills project site is currently used by existing residents who hike the trails throughout the Park, presumably into the Chino Hills State Park, and there has never been a fire started on the Project site. Existing neighborhoods use the Esperanza Hills site's trails and roads extensively. The development of the Proposed Project will remove many of these trails that are difficult to monitor. Hikers from existing neighborhoods and from Esperanza Hills will be restricted from trail use on Red Flag Warning days, and it is recommended that Chino Hills State Park close access on those days and provide Ranger patrols as well as volunteer fire watch.

It should be pointed out that, since construction of the Rim Crest development, Fire and Building Codes have been updated to require specific safety measures. In addition, OCFA requires fuel modification zones that have been reviewed and approved by OCFA for development in wildland-urban interface (WUI) areas. The 100-year History Document provides recommendations for development in these areas including:

- Jurisdictions should require the highest standard and state-of-the-art construction for fire prevention (e.g., installing passive closure attic vents, which close without human intervention).
- When planning for future development at the WUI, developers and lead agencies should involve fire agencies at the earliest planning stages.

The Proposed Project has included those recommendations and more as listed in Topical Response 1 to which the commenter is referred. The inclusion of the fire study and reference to fire history data is noted.

L21-8 The comment indicates that the DEIR does not include all fires that have burned within the Esperanza Hills project area. The FPEP clearly indicates that the fire history analysis was conducted by obtaining fire history data from CAL FIRE. CAL FIRE maintains a database (Fire Resource and Assessment Program) for fires 10 acres and greater between 1878 and 2012. Smaller fires are not recorded. The fire history analysis excluded a number of smaller fires that were not in the CAL FIRE data. However, the goal of the fire history analysis is not to document every ignition that has occurred, but to gain a general understanding of the occurrence of wildfires in an area. Based on CAL FIRE data, which is the most relevant since

it requires a larger fire response and recording in the database, it is clear that fire occurs in the area on a semi-regular to regular basis, and when coinciding with high winds and low humidity, can become very large, uncontrollable wildfires. That is the essential determination for analyzing impacts and designing a project that can withstand the type of fire that may be experienced. Considering every ignition and small fire in an area would have no additional bearing on the analysis or the results. The recommended project design features and mitigation measures would remain the same and recirculation is not required.

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fires is certainly wrong as the numerous fires excluded from the history changes those figures significantly. The DEIR must be revised and recirculated with more accurate and complete information.

L21-8
cont'd

The DEIR contends that predicting wildfire is not an exact science (page 5-285). We disagree. Recent research by fire scientists, including United States Geological Survey expert Jon Keeley, indicates that land use planning has largely been absent from the debate about home loss by wildfire. Keeley contends that the location of houses and their arrangement contribute to the likelihood of the homes being lost during a wildfire. His research indicates where fires have burned before they will burn again (**See Attachment 9**). Keeley states, "We're losing homes in fires because homes are being put into hazardous conditions" ... "The important thing is not to blame it on the fire event, but instead to think about planning and reduce putting people at risk" (**See Attachment 10**). The DEIR should address these facts.

L21-9

The Freeway Complex Fire damaged or destroyed over 230 houses in Yorba Linda alone (more than 300 when looking at the region) (**See Attachment 11**). The homes that burned in the 2008 Freeway Fire are in the same type of steep hillside communities as would be built by the developers of the Esperanza Hills project. There is no defense against ember attacks during Santa Ana wind conditions, as witnessed in the Freeway Complex Fire where houses miles from the flame front burned down. Seventy three (73) houses were damaged or destroyed within ½ mile of the Esperanza Hills project site (**See Attachment 12**). Had homes already been on the Esperanza Hills property when the Freeway Complex Fire occurred many of those homes would likely have also been damaged or destroyed, through exposure to radiant heat or ember attacks. CJ Fotheringham, a colleague of Keeley's notes, "There's really two types of fires: the ones we plan for, and the ones that do the damage" (quote from **Attachment 10**). The Freeway Complex Fire was the latter type of fire.

L21-10

The DEIR notes that no homes built after 1996 burned in the Freeway Complex Fire. This is inaccurate. We suggest you look at the data from the Orange County Fire Authority for homes in the Hidden Hills area. Several homes sustained damaged during the Freeway Complex Fire. Additionally, it would be inaccurate to imply that any home is fire proof. For example, homes in Casino Ridge (~60 houses), which are situated to the northwest of the subject property, did not burn and were built after 1996. In this particular instance "home construction and updated fire codes" had nothing to do with why those homes didn't burn. The fact of the matter is that a few homeowners are credited with saving the entire neighborhood by staying behind, risking their own lives to put out spot fires and face two approaching wildfire flame fronts and ember storms from different directions at different times. Firefighters were NOT present in the Casino Ridge neighborhood until 12 hours after the initial fire started; leaving residents to fend for themselves as fire protection resources were stretched thin during this regional conflagration.

L21-11

Based on this current research, wind-drive fire events and fire history, the Esperanza Hills is not a site that should have houses on it. Hence the Orange County General Plan has zoned it as open space—an appropriate designation. This project should be denied due to its public safety risks to both life and property.

Section 5.3 – Biological Resources

The DEIR contends on page 5-116 that the Golden Eagle has not been seen onsite since the 2008 Freeway Complex Fire. Please see attached photos from the adjacent Casino Ridge development (21676 Casino Ridge Road Yorba Linda, CA 92887), where a homeowner photographed not one but two Golden Eagles adjacent to the Esperanza Hills project in 2006. (**See Attachment 13**) A different resident (4790 Via de la Roca, Yorba Linda, CA 92886) photographed a Golden Eagle south of the Esperanza Hills site in 2012. (**See Attachment 14**)

L21-12

The DEIR also states on page 5-121 & 122 that the Coal Canyon Corridor does not traverse the study area. Correct, the Coal Canyon Corridor is approximately four miles from the project site. That said, the fact that the property has been in a persistent natural state means that wildlife have been using the site. Several residents on the south side of the property (4790 Via de la Roca, Yorba Linda, CA 92886) saw a mountain lion on the site in 2007.

L21-13

L21-9 The comment inappropriately uses a statement from the DEIR regarding fire not being an exact science. The DEIR indicates that when determining the minute-by-minute movement and behavior of a fire, especially during windy conditions, fire behavior modeling provides a good average condition, but cannot reliably predict small changes based on such factors as fuels, wind gusts, and terrain. Nevertheless, fire behavior modeling does a good job of indicating how aggressively a fire in a given area, under a given set of conditions, will behave and from that, it is possible to design a fire protection system that will be less vulnerable to the anticipated fire. When a fire has burned an area that is being modeled, as is the case with this Project site, it is very valuable to compare the modeling results with the actual conditions based on firefighter accounts, after action reports, and video, as available. All of these sources were used to ensure that the modeling accurately captured the potential fire behavior for the Esperanza Hills project site and from that, to design the redundant layering of features that provide protection for the Esperanza Hills project. The FPEP is in agreement with the Jon Keeley studies that fires burn where they've burned before, and it is precisely that fact that resulted in the Proposed Project's robust fire protection system.

As stated in Chapter 1 – Introduction, Subsection 1.6, the Draft EIR contains substantial evidence to support all of the conclusions presented therein and acknowledges that there may be disagreements among experts. The commenter quotes Jon Keeley, who states, "The important thing is not to blame it on the fire event, but instead to think about planning and reduce putting people at risk." The commenter is referred to Section 5.7 - Hazards and Hazardous Materials, and Topical Response 1 for the complete analysis of the proposed measures for planning and reducing putting people at risk per Mr. Keeley's suggestion.

L21-10 The comment neglects to indicate that homes lost in the Freeway Complex Fire were of older construction that did not include targeted ember protection. The statement in the comment that ember penetration cannot be prevented is incorrect. The 2007 Building Codes included new requirements designed especially for preventing embers from entering homes through vents or other openings. The Esperanza Hills structures will include specialized ember resistant vents, class A roofing systems, and various baffles and screens on all other openings that will prevent ember penetration. As part of the redundant layering of fire protection, a backup system, if an ember manages to penetrate into an attic and find a receptive fuel bed, interior sprinklers will be provided in the attic spaces. The wide fuel modification zones for Esperanza Hills will negate the potential for wildland fuels resulting in radiant or convective heat on the homes. Embers are the primary concern and have been planned for at this site. The development will also move the interface for existing homes eastward nearly a mile, and will provide a large fuel break within Blue Mud Canyon, resulting in a reduction in the potential that these existing older homes would be exposed to significant embers from wildland fuels to the east of the Proposed Project. Nevertheless, it is important for all homes in the WUI to implement protections that result in better ignition resistance, and it is encouraged for existing homes to retrofit the structure vulnerabilities and provide fuel modification.

The homes that were burned in the 2008 Freeway Complex Fire were not built to current codes, which include hardened construction methods, attic fire sprinklers, and ember-resistant attic vents. Therefore, the comparison is flawed.

L21-11 The DEIR does not imply that the Esperanza Hills homes will be *fireproof*. They will be *fire-resistant* and *ember-resistant* as opposed to homes constructed before the more stringent building practices were adopted. Although the site is designated in the County's Land Use Element as Open Space, the property is zoned A1 (O), which provides for agricultural uses

with a four-acre site area, and is intended as an “interim zone” for more intensive urban uses in the future. The commenter does not raise an environmental issue that has not been addressed in the DEIR.

L21-12 Section 5.3 - Biological Resources details the results of several field surveys on the Project site. While occasional sightings of wildlife may occur, the field surveys provide evidence that a particular species of plants or wildlife “inhabit” the site or the site provides suitable habitat and would be impacted by the development. As noted on page 5-116 in the DEIR, no suitable habitat for the golden eagle is present on the site. It is likely that occasional sightings are possible due to the adjacent Chino Hills State Park where suitable habitat occurs, including a nest in cliff-walled canyons that was observed during surveys.

L21-13 See response to Comment L21-12 above.

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FHBP Esperanza Hills Comment Letter
County of Orange – February 3, 2014

Section 5.13 – Recreation

There are inconsistencies throughout the DEIR when reporting the boundaries of Chino Hills State Park. The clear majority of maps do not include more than 1,600 acres of protected lands in the State Park. (See Attachment 15) By excluding this parkland acreage, the project impacts are reduced because the State Park seems farther away and smaller than it actually is. The DEIR ignores impacts to State Park's natural resources which must be addressed in the DEIR.

L21-14

There are inconsistencies throughout the DEIR when reporting the acreage of Chino Hills State Park. According to the California Department of Parks and Recreation website, Chino Hills State Park is 14,102 acres. (See Attachment 16) In 2006, 1,262 acres were added to the State Park in the hills of Yorba Linda. There are too many errors on the DEIR maps to identify all the places where the State Park boundaries are incorrect. But alas, it is safe to say the consultant that created this document and its maps must utilize the most recent park boundaries from the State as significant portions of the protected lands are missing in their entirety from the Park. Until an accurate picture is reflected of the current and existing conditions, the DEIR is deficient and must be recirculated with new analysis.

L21-15

Additionally, the DEIR on page 4-18 states that "The trails will link to existing trail systems and provide access to Chino Hills State Park via the Old Edison Trail. The trails will allow hiking, equestrian and bicycling access for residents and the public." What the DEIR fails to mention is that providing access to the State Park through this development is in direct conflict with the State Park's General Plan. In addition the area adjacent to the Esperanza Hills development leads directly into the designate Core Habitat Zone and special Water Canyon Natural Preserve (a higher level of protection in this area due to its natural resource values).

And though the DEIR indicates the project will allow public access to Chino Hills State Park, it also states on page 4-19 that the project site will be gated. Therefore, no public access is allowed into the community and therefore the State Park. These two statements are in direct conflict with one another as you can't have public access to the State Park while at the same time having a private gated community.

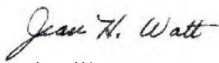
L21-16

As has been demonstrated in the Fire Study completed by HFE, providing unplanned access points into Chino Hills State Park (i.e., the Rim Crest entrance) has increased the fire ignitions and fire frequency at that entrance putting people, homes and natural resources at risk.

L21-17

To conclude, we find the DEIR for the Esperanza Hills project is lacking in its analysis of Greenhouse Gas Emissions, Hazards and Hazardous Waste, Biological Resources, and Recreation and request the DEIR be at a minimum recirculated and revised for additional public comments.

Sincerely,



Jean Watt
President
Friends of Harbors, Beaches and Parks

cc: The Honorable Todd Spitzer

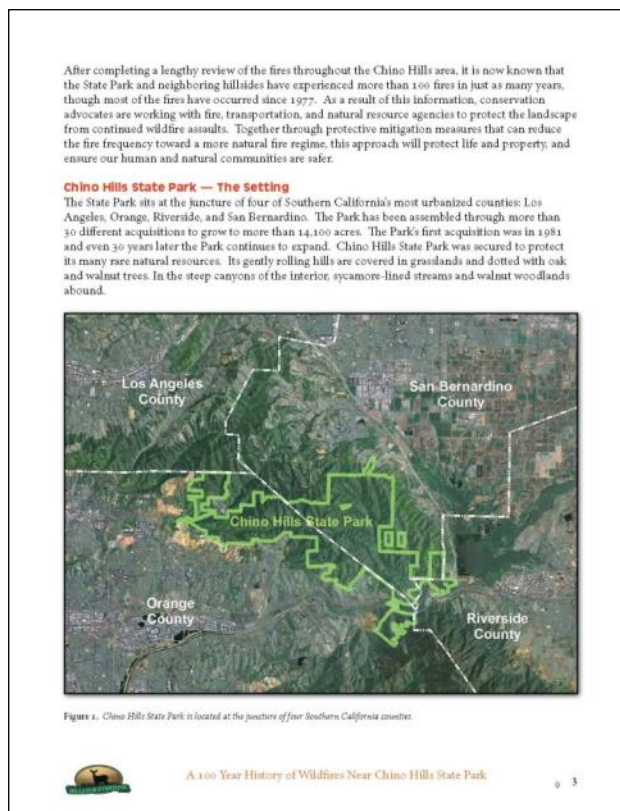
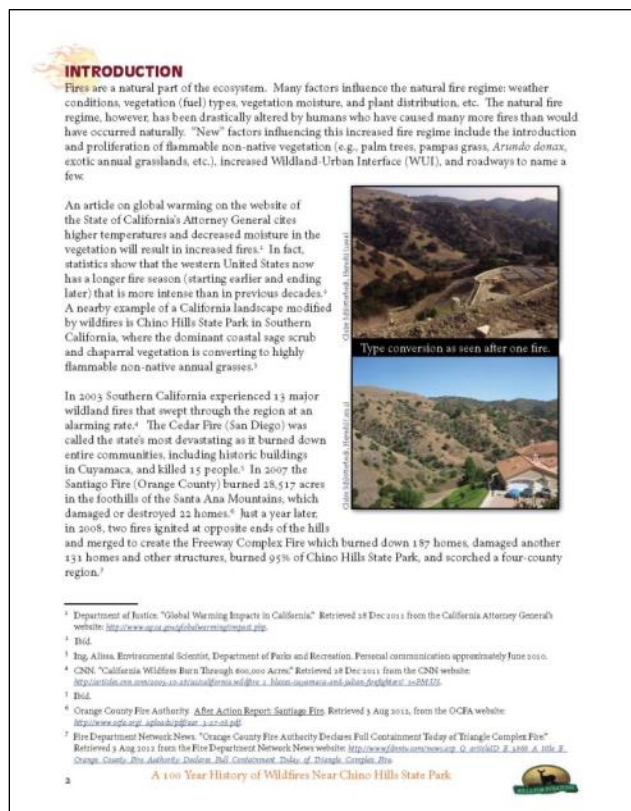
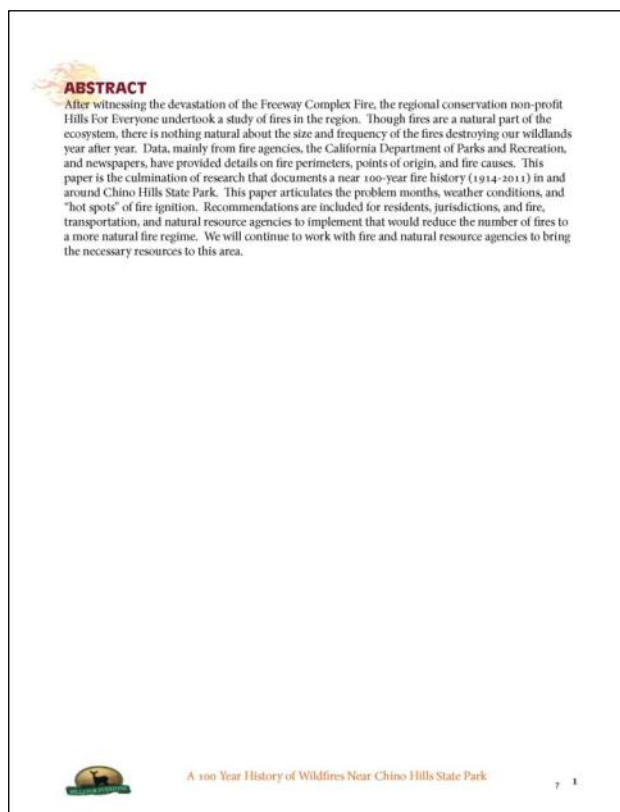
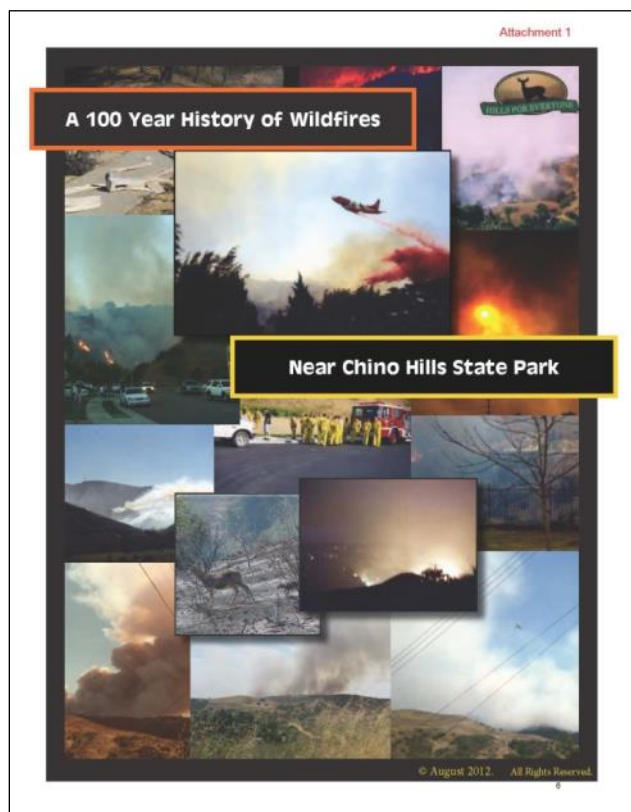
Attachments:

- 1 – HFE Report: "A 100 Year History of Wildfires Near Chino Hills State Park"
- 2 – HFE Fire Causes Map
- 3 – Halsey's Excerpt from Fire, Chaparral, and Survival in Southern California
- 4 – HFE Fire Frequency Map
- 5 – HFE Type Conversion Photo
- 6 – HFE Map of the 1980 Unnamed Fire
- 7 – 11 Fires Burned within One Miles of the Esperanza Hills Project

- L21-14 The Proposed Project boundaries are defined in several exhibits in the DEIR. The Proposed Project boundaries adjacent to Chino Hills State Park have been included on Exhibit 5-2 - which is the map taken directly from the Chino Hills State Park General Plan. No construction activity will take place beyond the Proposed Project boundaries that are adjacent to Chino Hills State Park. An open space buffer along the eastern boundary of the project, as well as the northern and eastern ridgelines adjacent the Park, have been preserved. The location of the specific boundaries the commenter references is unclear.
- L21-15 As stated on page 5-536, Section 2 - Trails - State Parks (i.e., the California Department of Parks and Recreation) has the authority to formalize the connection to the Old Edison Trail in Chino Hills State Park. The Proposed Project facilitates the connection if State Parks concurs. If the Department of Parks and Recreation determines that the connection is not feasible, the connection will not occur.
- The commenter's assertion that no public access is allowed into the community is not correct. As noted in several places in the DEIR, general public access will be available through a series of hiking, biking, and equestrian trail systems. There is no conflict in the DEIR.
- L21-16 Comment noted. Please refer to response to Comment L21-7 and Comment L21-15 above.
- L21-17 As detailed in responses to Comment L21-1 through Comment L21-16 above, the DEIR has adequately analyzed greenhouse gas emissions, hazards and hazardous waste, biological resources, and recreation; recirculation is not required.

FHB P Esperanza Hills Comment Letter
County of Orange – February 3, 2014

- 8 – 20 Fires Burned within Two Miles of the Esperanza Hills Project
- 9 – Keeley, Jon, et al. "Housing Arrangement and Location Determine the Likelihood of Housing Loss Due to Wildfire" March 2012, Volume 7, Issue 3
- 10 – Oskin, Becky. "Fighting Fires: You're Doing it Wrong." LiveScience. 12 Jan 2013
- 11 – HFE Properties Damaged or Destroyed in the Freeway Complex Fire Map
- 12 – HFE Map of Properties Damaged or Destroyed within ½ Mile of the Esperanza Hills Project Site
- 13 – Photograph of Two Golden Eagles from Casino Ridge
- 14 – Photograph of Golden Eagle from Via de la Roca
- 15 – The Official Chino Hills State Park Map
- 16 – California Department of Parks and Recreation webpage for Chino Hills State Park



In 1771 the area was used for extensive grazing operations and by the early 1870s individuals began purchasing the land and using it for sheep and cattle ranching.⁶ This grazing damaged the native plants and allowed opportunistic non-natives to spread. Now that the land is protected as a State Park, the grazing has been stopped and habitat restoration is underway.

The Park protects five main plant communities: southern oak woodland (11%), native and non-native grasslands (70%), coastal sage scrub (13%), mixed chaparral (5%), and cottonwood riparian woodland and riparian zones (1%).⁷ In fact, the Park "supports 14 different vegetation series defined in the California Native Plant Society's classification,"¹⁰ and 10 are considered unique or significant in Southern California because of their importance as habitat and because they are rapidly disappearing due to development.¹¹ The State Park contains some of the best remaining stands of walnut woodlands in Southern California. Similarly, the northern most stand of the rare tateo cypress tree is found in Coal Canyon in the State Park and neighboring Ecological Reserve.

⁶ Department of Parks and Recreation, *Chino Hills State Park General Plan*, February 1999.
⁷ Department of Parks and Recreation, *Chino Hills State Park General Plan*, August 1986, p. 11.
¹⁰ Department of Parks and Recreation, *Chino Hills State Park General Plan*, (1999), p. 11.
¹¹ *Ibid.*

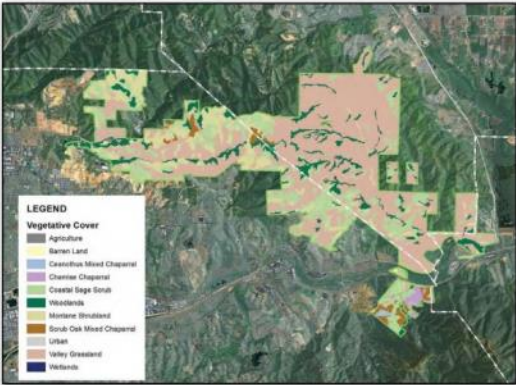


Figure 2. Chino Hills State Park's vegetation cover provided by USDA Forest Service (BYBG Data) from 2000-2003.

A 100 Year History of Wildfires Near Chino Hills State Park

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A wide variety of wildlife depend on the vegetative cover. Deer, bobcats, foxes, coyotes, raccoons, and the occasional mountain lion live in the hills. Falcons, hawks, owls, songbirds, and even golden eagles are protected in the Park. Several endangered birds are making a comeback as well.

Bicyclists, hikers, equestrians, photographers, campers, and other park enthusiasts frequent this natural area.



Hills For Everyone (HFE), a regional non-profit conservation organization, founded Chino Hills State Park in the early 1980s and has been working over the last 30 years to connect and protect this anchor parcel with protected lands in the Puente-Chino Hills Wildlife Corridor. Due to the work of HFE and State Parks, along with many other non-profits, agencies, and jurisdictions, a permanent connection at Coal Canyon was secured in 2001. Coal Canyon links the Trabuco District of the Cleveland National Forest in the Santa Ana Mountains with Chino Hills State Park and the greater Puente-Chino Hills ecosystem. This linkage provides

a critical connection that allows wildlife to move freely between the Santa Ana Mountains and the Puente-Chino Hills. It also provides a source to repopulate natural areas should a catastrophic event, like a fire or disease outbreak, occur.

THE STUDY

After three decades of witnessing fires race through the hills and, in the aftermath of the 2008 Freeway Complex Fire which devastated the State Park, HFE launched a study to try to understand why so many fires burned in or adjacent to the State Park and to see if any actions could be taken to reduce the number of fires, resulting in the protection of both houses and natural resources. The study has resulted in the digital history of more than 100 fires that have burned between 1914 and 2011.

The Study Area includes lands generally bounded on the west by the 57 Freeway, Grand Avenue to the north, the 71 Freeway to the east, and the 91 Freeway to the south. The region studied includes all of Chino Hills State Park, but due to the proximity of other protected natural lands, portions of the northern section of the Cleveland National Forest's Trabuco District, the northern portion of the Irvine Ranch Lands (OC Parks), and the Prado Wetlands were also reviewed. Numerous private ownerships in Orange, Riverside, San Bernardino, and Los Angeles Counties that abut these protected lands were also included due to proximity.

A 100 Year History of Wildfires Near Chino Hills State Park

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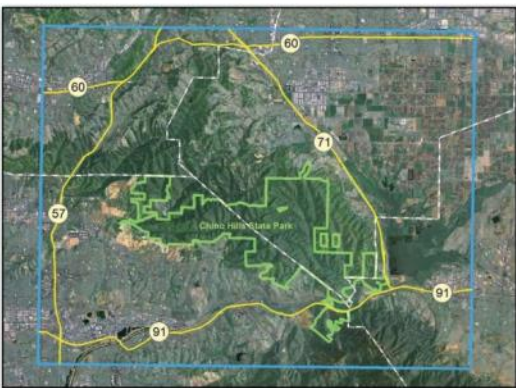


Figure 3. The Study Area, shown in blue, includes Chino Hills State Park and surrounding hillsides.

HFE had three main objectives in carrying out this study:

1. Using the data available document the fire perimeters, points of origin, causes, and weather conditions for each fire that burned in, adjacent to, or near Chino Hills State Park;
2. Analyze the results of the research and determine any fire-prone areas that needed particular attention; and
3. Provide general recommendations for residents and agencies to reduce the number of fires and impacts associated with wildland fires, and concurrently protect homes, people, and parkland from unnaturally frequent fires.

There are important terms used throughout this study and their meaning is useful to understand:

Cause: The confirmed or unconfirmed source of the wildland fire's ignition.

Fire Perimeter: The farthest geographical extent, also known as the outer boundary, of a fire. Note: Not all areas within the perimeter necessarily burned.

Fire Frequency: The number of times a specific geographic region has burned. This is similar to how population density is displayed, the darker the color the more frequent the area has burned.

A 100 Year History of Wildfires Near Chino Hills State Park

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Natural Fire Regime: The general classification of the role fire would play in the natural environment in the absence of modern human intervention.

Point of Origin: The approximate or exact location where the wildland fire ignited within the Study Area.

Study Area: Chino Hills State Park and environs.

Wildland-Urban Interface (WUI): The boundary between developed regions and the natural wildland areas.



Information Sources and GIS Analysis
HFE secured the shapefiles (digital data sets) of fire perimeters and points of origin from the California Department of Forestry and Fire Protection (CalFire), the Orange County Fire Authority (OCFA), and Chino Valley Independent Fire District (CVIFD). Where appropriate, newspaper articles/maps, State Park Wildland Fire Reports, and personal accounts were used to digitally create a fire perimeter and/or point of origin. HFE used the ArcMap 10.1, a geographic information system (GIS) program, to assimilate the fire data. To enable wide distribution, the files were exported from ArcMap for use in Google Earth.

Through this research, HFE was able to piece together a digital dataset that outlines where known fires burned and where, and in some cases why, the fires started. Unfortunately, not all fires that burned in the Study Area were formally documented or no details about the perimeter or point of origin were complete enough to include in the study. Consequently, there are actually many additional fires that were not included in the study due to lack of adequate data. Historic record keeping for wildland fires wasn't as complete as it is now.

A 100 Year History of Wildfires Near Chino Hills State Park

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Fire Regime

HFE analyzed the fire regime (both natural and human-caused) of all documented fires that burned in, adjacent to, or had the potential to burn into Chino Hills State Park from 1914 – 2011. It seems in that 97 year history only two fires occurred naturally due to lightning strikes. This means the natural fire regime was one fire every 50 years. The balance of the fires (101) was caused by humans, either intentionally or unintentionally.

Fire Perimeters

HFE accumulated 71 separate fire perimeters in this study with 37 of those fires having known points of origin. The smallest fire is less than one acre, while the largest is over 41,000 acres.

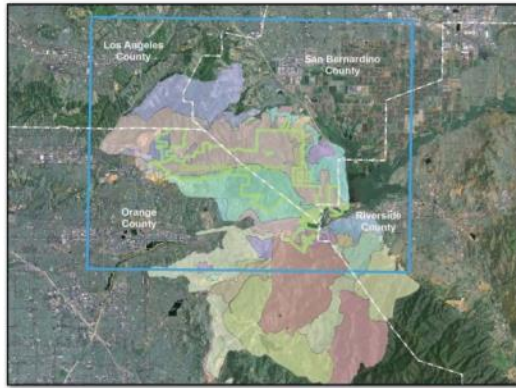


Figure 4. The Study Area included 71 fire perimeters between 1914 – 2011.

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A 100 Year History of Wildfires Near Chino Hills State Park



The three largest fires from the study include:

- Green River Fire - 41,285 acres
November 1948
- Paseo Grande Fire - 39,872 acres
October 1967
- Freeway Complex Fire - 30,306 acres
November 2008

The first acquisition of parkland occurred in 1981 and since that date there has been increased pressure from residential development and road creation or expansions that have increased access to the undeveloped hills and the Park. It appears that the added housing developments at the WUI surrounding the Park have increased threefold the number of fires burning the Park. There were 16 fires between 1914-1980 and 76 fires between 1981-2011.

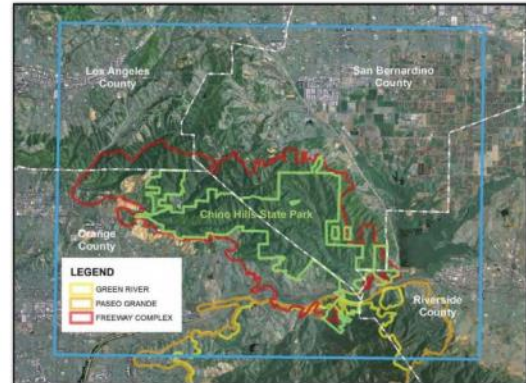


Figure 5. The Study Area's three largest fires included the Green River, Paseo Grande, and Freeway Complex Fires

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Fire Points of Origin

HFE documented 70 separate fire points of origin in this study, with 37 of the fires having known perimeters. The smallest fires are less than one acre in size, while the largest with a known point of origin is over 38,000 acres.

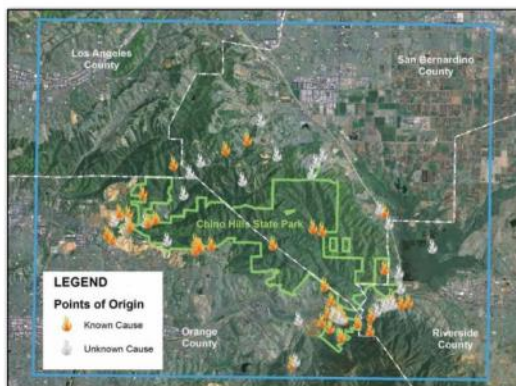


Figure 6. The Study Area included 70 points of origin between 1914 – 2011, with some known causes and some unknown.

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A 100 Year History of Wildfires Near Chino Hills State Park



The points of origin data indicate fires started due to a variety of causes. They are broken down as follows:

Table 1. Fire causes, quantities, and total acreage burned.

Cause	Number of Fires	Total Acreage Burned
Unknown	29	83,405*
Arson	9	9,349*
Powerlines	7	53,048
Automobile	7	30,557*
Fireworks	5	10,316
Plane Crashes	5	859*
Machinery	4	393
Fire Agency**	2	14,150
Lightning	2	734
Total	70	202,599*

* Indicates some acreage are unknown and therefore the number is actually higher than shown.
** indicates a re-ignited prescribed burn.

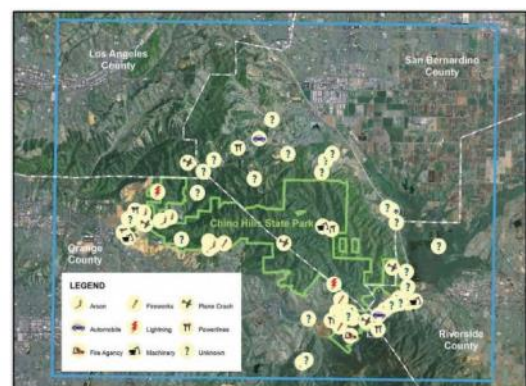


Figure 7. The fire causes have been broken down into different categories with arson, power lines, and automobiles as the three main causes

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Obtaining historic fire records was an issue during this study as 29 of the fires researched did not have a known or confirmed cause. The top three most identifiable causes of wildland fires in the Study Area are: arson, power lines, and automobiles.

Fire Frequency

By overlapping all the fire perimeters, HFE was able to determine the fire frequency in the Study Area. The lightest color on the map indicates that area only burned once. Whereas the darkest color on the map, a maroon color, indicates the area burned six or more times.

When one looks at the fire frequency and the points of origin there are obvious locations that have burned repeatedly. The data show the 91 Freeway Corridor (Santa Ana Canyon) between Anaheim and Corona, Carbon Canyon in Brea, and the Rim Crest entrance to Chino Hills State Park in Yorba Linda have burned the most. Later in this report, HFE will provide general recommendations for potential proactive steps to reduce the fire frequency at these known "hotspots."

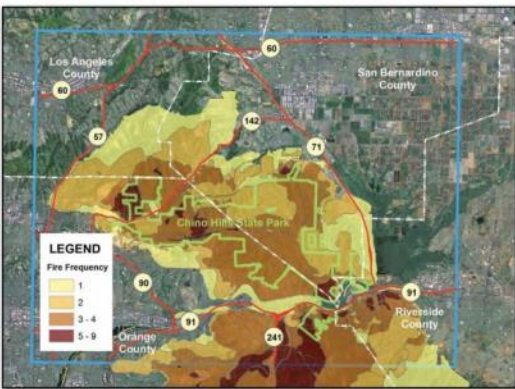


Figure 8. The fire frequency shows three "hotspots": the 91 Freeway Corridor, Carbon Canyon, and Rim Crest.

Fires and Weather Patterns

The prevailing wind for this region is a westerly onshore flow and the majority of the fires occur during those normal conditions. The Santa Ana Winds (which come from the east/northeast) are the exception and as these winds tend to be hot and dry, fires that start under these extreme conditions have a tendency to get out of hand. The relative humidity and temperature play a significant role in reducing the fuel moisture in the vegetation, especially the fine dead fuel (such as annual grasses and mustard). It was noted in the After Action Report for the Freeway Complex Fire that due to the winds (gusts above 60 mph) and heat, "over 10,000 acres were consumed in the first 12 hours—roughly 14 acres per minute. That's nearly the length of 14 football fields every 60 seconds."¹⁴ Consequently, Santa Ana Wind events are known for helping spread the fires and therefore require expanded and rapid fire protection presence.

Briefly, the foehn winds, known locally as Santa Ana Winds, are caused when high pressure systems sit inland and a low pressure system sits off the coast. In our area, the foehn/Santa Ana Winds are generated when the high pressure system is positioned over the high desert (Mojave and Great Basin). The winds blow from the southern side of the high pressure system toward the low pressure system over the Pacific Ocean. Typically they are hot and dry with a very low relative humidity (10–20%).¹⁵ This is due to the compression of the wind after going up and over the mountains. Relative humidity indicates the ratio between the moisture in the air and the amount of moisture needed to saturate the air—it is a function of both moisture and temperature. Moisture in vegetation can be rapidly depleted in Santa Ana Wind conditions. Generally the finer the vegetation (grass) the quicker it dries out compared to a mature oak tree with a thick bark and a thick trunk.

Also researched were the weather patterns from the fires included in the study. Weather Underground and The Weather Channel websites were used to collect the data, using Chino Hills as the location. HFE was unable to obtain weather data before 1977.

Table 2. Weather features during fire events.

Weather Features on Fire Days		
Average Temperature was:	90°F	
(Data was available for 13 fires)		
Average Relative Humidity was:	51%	
(Data was available for 14 fires)		
Average Wind Speed was:	6 mph	
(Data was available for 29 fires)		
Average Wind Gusts were:	28 mph	
(Data was available for 26 fires)		
Wind Direction was:		
(The direction the wind originated from)		
(Data was available for 29 fires)		
North (N, NE, NW)	11 fires	
East (E, ENE, ESE)	6 fires	
South (S, SE, SW)	16 fires	
West (W, WNW, WSW)	45 fires	

¹⁴ Orange County Fire Authority. After Action Report. Freeway Complex Fire. November 15, 2008. Retrieved 3 Aug 2012 from the OCFR website: <http://www.ocfr.org/afteraction/PDF/afteraction2008.pdf>

¹⁵ National Oceanic and Atmospheric Administration. "Santa Ana Conditions - Southern California." Retrieved 20 June 2012 from the National Oceanic and Atmospheric Administration website: <http://www.noaa.gov/santaana/conditions.html>



Fires and Seasonal Patterns

It is not surprising that in the hotter, drier months between May and November there are more fires than in the moister winter months between December and April. There is a clear correlation between fire frequency and the summer months as seen in the table below. The majority of fires occur in July. However, October and November have the largest average acres burned. This is likely due to the fact that this is the end of the dry season and these months are prone to Santa Ana Wind conditions.

Table 3. Fires by month, acreage burned, and average acreage burned.

Month	Known Fires	Total Acreage Burned	Average Acreage Burned
Unknown	10	15,526*	2,058** (9 fires)
January	2	175*	175** (1 fire)
February	2	12,740	6,370
March	3	1,528*	514** (2 fires)
April	3	926	309
May	7	188	27
June	10	8,958	896
July	22	15,386*	919** (20 fires)
August	10	2,685*	268** (9 fires)
September	11	5,520*	514** (9 fires)
October	11	85,407*	8,541** (10 fires)
November	10	97,536	9,753
December	2	4*	4** (1 fire)
Total	103	353,678*	2,719** (93 fires)

* indicates acreage are unknown and therefore the number is actually higher than shown.

** indicates acreage were averaged only where known fire acreage material; if a fire acreage was unknown the fire was left out of the average.



The City of Yorba Linda has developed rapidly over the last 40 years. The data shows that Yorba Linda's population of 29,847 in 1980¹⁴ had grown to 64,234 by 2011.¹⁵ Despite the fact that many of the homes are relatively new and include fuel modification zones and other "ignition resistant" construction for the WUI, there was a tremendous loss of property in the 2008 Freeway Complex Fire. This case study outlines some of the fire statistics, anecdotes from Yorba Linda residents, and summarizes key points from the OCFR After Action Report.

The Freeway Complex Fire

On November 15, 2008 two fires started on opposite ends of the hills about two hours apart. The first fire ignited near the 91 Freeway on the eastern side of the hills in Corona by an automobile exhaust catching dry brush on fire, while the second fire began nearly 11 miles away to the northwest, in Brea, due to an unmaintained power line that also ignited dry brush.¹⁶

The weather conditions were ideal for a fire: 91°F, 4% relative humidity, sustained wind gusts at 35 mph (OCFA reports 43 mph with gusts at 60+ mph) coming from the northeast (a Santa Ana Wind event).¹⁷ Due to the extreme weather conditions OCFA had ramped up its crews in the days preceding the fire.¹⁸

¹⁴ City Data. "Yorba Linda, California." Retrieved 31 Jul 2012 from the City Data website: <http://www.city-data.com/city/Yorba-Linda-California.html>

¹⁵ United States Census Bureau. "State and County Quick Facts." Retrieved 31 Jul 2012 from the U.S. Census Bureau website: <http://quickfacts.census.gov/qfd/states/06000.html>

¹⁶ Orange County Fire Authority. Freeway Complex Fire - After Action Report.

¹⁷ Weather Underground. "Fullerton Weather Station." Retrieved 3 Aug 2012 from the Weather Underground website: http://www.wunderground.com/history/daily/92725/conditions/20081115/summary_107507696_20081115.html

¹⁸ Orange County Fire Authority. Freeway Complex Fire - After Action Report.

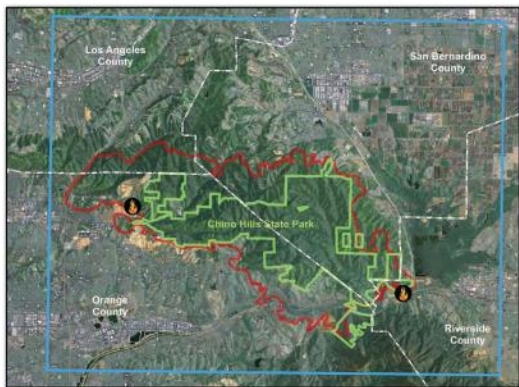



Figure 9. The red outline indicates the fire perimeter for the Freeway Complex Fire of 2008 with its two points of origin.

The Initial Timeline
The Corona Fire was reported at 9:01 AM. The first Orange County strike team arrived at 9:23 AM, and the first air assaults began at 10:10 AM. By 10:20 AM, OCEFA reported the fire would reach the City of Yorba Linda within 30 minutes. The first 911 call to report the fire arrived at 10:43 AM.¹⁹ A personal account from a 911 caller revealed the dispatcher dismissed the notion that a new fire had started in Brea, stating the smoke the caller was seeing was from the Corona blaze. The caller relayed that flames could be seen from Carbon Canyon Road (in Brea), which is no where near the Corona blaze.



¹⁹ Ibid.

A 100 Year History of Wildfires Near Chino Hills State Park

Firefighting crews arrived on scene for the Olinda Landfill Fire by 10:55 AM.²⁰ The presence of this second fire, which immediately threatened homes, shifted the firefighting strategy. By 10:58 AM Yorba Linda's first home had already been destroyed.²¹

Yorba Linda on Fire
With many residents at home on a Saturday morning, they were witness to the quick moving Corona Fire. Residents began self evacuating and quickly dogged traffic on the major thoroughfares. Evacuees streamed down from the higher elevations making it harder for those closest to the thoroughfares to enter the traffic flow. The flood of cars brought the main east-west traffic corridors of Imperial Highway and Yorba Linda Boulevard to a standstill. In addition, due to the Corona fire, traffic was stopped on the other east-west corridor, the 91 Freeway. Fire trucks struggled to get to the fire as residents struggled to leave from the oncoming flames.²²

*"The fire moved through residential neighborhoods from Bruah Canyon to the San Antonio neighborhood—a 5.5 mile span in less than five hours."
— OCEFA After Action Report, p. 36*




Anecdotal accounts from Yorba Linda residents describe the chaos of trying to evacuate during the firestorm. One resident stated, "people can't get out on San Antonio... [it was] a huge, huge traffic jam."²³ When exiting their neighborhoods they also hit gridlock on the major arterial of Yorba Linda Boulevard. One resident who lost his home had no time to even drive his car out of the driveway. With no car to drive, he ended up directing traffic at Via Del Agua and Yorba Linda Boulevard. Evacuees from his neighborhood couldn't leave because there was no traffic signal to stop the flow of traffic.

A Predictable Disaster
This disaster was predictable since large fires on Santa Ana Wind days on east-west trending terrain have occurred over and over again. Land use decisions in the City of Yorba Linda may have contributed to placing residents, their homes, and businesses at risk. In late 2003 the City of Yorba Linda approved the Shapell project which allowed a threefold increase over the General Plan density.²⁴ It is uncertain whether mitigations for traffic impacts on major thoroughfares, in times of emergency, were adequate.


²⁰ Ibid.
²¹ Ibid.
²² Ibid.
²³ The Weather Channel (Producer). *Weathering Disaster: "Yorba Linda Fire"* (Episode). (24 Sep 2011). Yorba Linda, CA: The Weather Channel.
²⁴ Los Angeles Times. "Yorba Linda Seeks to Reconsider Development Veto," 5 Dec 2003. Retrieved 2 Aug 2012 from the Los Angeles Times website: <http://articles.latimes.com/2003/dec/05/local/la-me-05-yorba20031205>.

A 100 Year History of Wildfires Near Chino Hills State Park



The Freeway Complex Fire burned down 187 homes, damaged another 131 homes and other structures²⁵ and burned 95% of Chino Hills State Park. According to the OCEFA After Action Report: The Freeway Complex Fire burned "30,305 acres of watershed ... across six cities and four counties. [Fire] [a] suppression costs exceeded \$16.1 million, and property loss has been estimated at nearly \$150 million."²⁶

Lessons Learned
If there are lessons to be learned, it seems there are opportunities for jurisdictions to revisit how their communities grow and where the most appropriate place for housing developments should be located. Cities and homeowners' associations must maintain defensible space at the WUI, buffering the homes from the edge of the WUI. When cities increase the density of a housing development but do not adequately increase the road capacity on arterials, evacuations during a fire storm are difficult, dangerous, and potentially disastrous.




Even with more stringent building codes and relatively new houses, hundreds of homes were lost or damaged. According to Kris Concepcion of OCEFA, "embers were getting into the attics of homes."²⁷ It seems there is still work to be done to harden homes from both flame fronts and ember storms. Most importantly, fleeing residents need to be able to evacuate safely.

²⁵ Fire Department Network News. "Orange County Fire Authority Declares Full Containment Today of Triangle Complex Fire."
²⁶ Orange County Fire Authority Emergency Complex Fire. After Action Report, p. 24.
²⁷ The Weather Channel. *Weathering Disaster: "Yorba Linda Fire"* (Episode).

A 100 Year History of Wildfires Near Chino Hills State Park

Freeway Complex Fire Photos (11/08)



A 100 Year History of Wildfires Near Chino Hills State Park

RECOMMENDATIONS

The data demonstrate that there are three "hotspots" in the Study Area that show a propensity to burn: Santa Ana Canyon, Carbon Canyon, and Rim Crest. With that in mind HFE developed several suggestions for possible adoption by transportation and fire agencies, State Parks, cities, and homeowners. We recognize that these recommendations require appropriate staffing and reliable funding. HFE is willing to help develop the political will and partner on implementing these recommendations.

General Recommendations

- Enforcement of fire rules and regulations is essential if fires in this region are to be reduced. Develop an effective and funded mechanism for fining violators to improve safety.
- OCEA and citizens of Yorba Linda should organize and work together to increase fire safety as the neighboring Carbon Canyon Fire Safe Council has done.
- Communities around the hills should create volunteer Fire Watch programs that patrol streets on high wind days, like the Santiago Canyon area residents have implemented.
- Individual residents should take personal responsibility to improve the fire safety of their own homes.
- Jurisdictions should require the highest standard and state-of-the-art construction for fire prevention (e.g., installing passive closure attic vents, which close without human intervention).
- When planning for future development at the WUI, developers and lead agencies should involve fire agencies at the earliest planning stages.



Santa Ana Canyon Recommendations

- Harden the edges of the 91 Freeway that abut natural lands using K-rails or similar structures.
- Incorporate and enforce an appropriately frequent maintenance program for the power lines owned or operated by Edison and any other utility providers.
- The steep terrain and the wind tunnel effect of this east-west trending canyon heighten the threat of fire in this location. It seems prudent to add a new fire station at either Green River or Gypsum Canyon to improve response time to Santa Ana Canyon fires especially given that the 91 Freeway is often congested which reduces response time.
- Continue to increase fire patrols or fire agency presence on high wind/high heat/low humidity days on the 91 Freeway and neighboring streets/communities.
- Include Caltrans-type flashing signage on high fire hazard days alerting commuters to be cautious and report suspicious behavior.
- Improve safety by enforcing violations caused by agencies, contractors, and businesses that work along the Santa Ana Canyon. For example, agencies should require spotters and water trucks when working in or next to natural lands.

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A 100 Year History of Wildfires Near Chino Hills State Park



Carbon Canyon Recommendations

- Caltrans should continue to improve consistency on fuel clearance in a more timely fashion along Carbon Canyon Road (Highway 142). Spraying of the plants in the Caltrans right-of-way should occur early in the growing season, when the plants are small making handcrew removal easier and more economical.
- Consider reducing the participation for fire agency mutual aid for cities with a WUI and a history of fires. For example, the fire agencies serving Brea, Yorba Linda, and Chino Hills should be "at the bottom of the list" for sending mutual aid to other areas on high fire hazard days since they may have their own fire to respond to. Requests for mutual aid should first be made to more urbanized communities with no WUIs.
- Continue to increase fire agency presence and patrols during high wind/high heat/low humidity days.

Rim Crest Recommendations

- Include a door-to-door homeowner education program before fire season begins each year.
- Incorporate proactive steps by OCEA and the City of Yorba Linda for retrofitting homes with hardening techniques e.g., boxed eaves, automatic attic vent closures, roofs cleared of leaf debris, no ladder fuels near the house, etc.
- Remove non-native highly flammable vegetation (such as palm trees and pampas grass).
- Give fire risk the highest consideration in approving housing projects on the WUI.
- Continue fire agency presence and patrols during high wind/high heat/low humidity days.
- Require new developments to use native, fire resistance landscape to reduce ignition at the WUI and incorporate defensible space within the development.

CONCLUSION

This study shows that Chino Hills State Park and environs have endured significantly more fires, 101 to be exact, than would have naturally occurred by lightning strikes (2). Instead of a fire burning every 50 years in the natural fire regime, humans have increased the ratio essentially to a fire a year. HFE recognizes that a sample size of two fires is not enough to draw firm conclusions. However, our local examples of natural fires indicate fewer acres burn (367 acres) on average than fires ignited by humans or human error (3,494 acres). Natural fires tend to ignite on ridge tops with a lightning strike. The fire then generally spreads downhill and does so more slowly allowing firefighters more time to attack the blaze. Human-caused fires tend to start at a canyon bottom, where roads usually are, and race uphill.

As communities arose and developments were built, opportunities for fires to ignite at the WUI increased. It is clear from this research that humans have changed the natural fire regime—both intentionally and unintentionally. Some of the causes, like machinery hitting a rock igniting dry brush could be prevented. Risk could be reduced with the incorporation of fire spotters, restrictions on work during certain weather conditions, and the presence of water trucks. Other fires ignited by power lines seem to indicate the region would benefit from an improved maintenance schedule before the fire season begins.



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It is clear there are many more fires occurring here than would have occurred naturally and there are many consequences to having a fire a year burn in the region. First, there is an increased risk of loss of life, property, and natural resources, which all translate to a huge economic loss, not to mention personal losses, for a region each time it burns. Second, increased fires mean a shift in the type and location of vegetation that normally could have recovered in a natural fire regime. When burned too frequently the native vegetation does not have enough time, and in some cases stored energy, to regenerate or become mature enough to produce seeds. This stress on the native vegetation allows non-native plants to dominate the landscape. Finally, given the \$150+ million investment made by private and public agencies in protecting and restoring the hills, it challenges the sensibilities to think of the State Park merely as fuel load. In the short-term, reducing the fuel load exacerbates the long-term problem of type conversion to highly flammable non-native fuels, which generally dry earlier, ignite easier, and spread fire faster than native plants. It was reported during the Freeway Complex Fire (2008) that the non-native 30 foot tall water-loving *Arundo donax* spread the flames up Carbon Canyon Creek toward the community of Sleepy Hollow. Riparian corridors are natural buffers to flames, but not when they are choked by non-native, highly flammable plants.

The responsibility for protection of the community from wildland fires lies first with the developer during the planning phase of the development. Governmental jurisdictions also share in this responsibility because decision makers have the power to approve or deny inappropriate developments at the WUI. Finally, private homeowners have the responsibility to learn the vulnerabilities of their home and take proactive steps to remedy them where possible. Additionally, the city and homeowners' associations must ensure proper maintenance of the defensible space within the community.

To reduce the unnatural frequency of fires to a more natural pace: education, outreach, planning, and a shift in approach is needed. HFE is committed to working with planners, natural resource, transportation, and fire agencies to reduce the fire frequency to a more natural fire regime in the Study Area.

Suggestions for Further Study

Due to capacity and time limitations, HFE was only able to report on the wildland fires (perimeters and points of origin), however HFE believes there are additional areas of study that would benefit fire prevention, resource protection, and planning efforts at the WUI. These include:

- An analysis of the effect of repeated wildfires on wildlife habitat and its effect on wildlife
- A historical analysis documenting the loss of valuable vegetation types and type conversion
- The effects wildfires have on wildlife movement, foraging, reproduction, and survival
- Whether enforcement measures for fire prevention are adequate
- The expansion of the WUI and its impacts on the Park

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ACKNOWLEDGEMENTS

About the Authors

Claire and Melanie Schlotterbeck are conservation advocates specializing in the Puente-Chino Hills Wildlife Corridor. This mother-daughter team both work as long time consultants to HFE. Melanie is a technical consultant and works on GIS mapping, land acquisition, research projects, and outreach efforts. More recently, her efforts have resulted in acquisition and restoration projects that benefit the State Park. She earned her bachelor's degree in Environmental Geography and her Master of Science in Environmental Science from Cal State Fullerton. Claire Schlotterbeck is the Executive Director of HFE and has been involved in preservation of the Puente-Chino Hills for over three decades. She played a key role in the formation of the 14,100-acre Chino Hills State Park. Claire earned her bachelor's degree in Political Science from UCLA and a Master of Science from Purdue University.

HFE also gratefully recognizes the contributions of:

- CalFire, Orange County Fire Authority, and Chino Valley Independent Fire District for providing digital data for analysis and inclusion in this study.
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- Drs. Rod and Carol McKenzie for their able editorial assistance.



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APPENDIX A

Fire Perimeter Data

Fire Name	Fire Date	Acreage Burned	Cause	Point of Origin
Fuel Break (Historical)	—	132	—	—
Irvine Ranch	1914	14,830	Unknown	Unknown
Fresno Canyon*	1928	1,007	Unknown	Unknown
Gypsum*	1929	1,085	Unknown	Unknown
Carbon Canyon*	1930	733	Unknown	Unknown
Santa Ana Canyon	Nov. 8, 1943	9,375	Unknown	Unknown
Gaines	Sep. 22, 1944	270	Unknown	Unknown
Shell	July 2, 1947	118	Unknown	Unknown
Green River	Nov. 4, 1948	41,285	Unknown	Unknown
Nohl	June 21, 1951	176	Unknown	Unknown
Santiago	Oct. 15, 1958	110	Unknown	Unknown
La Vida	Nov. 29, 1959	611	Unknown	Unknown
91 Freeway*	1962	139	Unknown	Unknown
Paseo Grande	Oct. 29, 1967	39,872	Unknown	Known
Firestone	Oct. 30, 1967	236	Unknown	Known
Tomter Canyon	June 13, 1971	9	Unknown	Unknown
Serranos	Sep. 9, 1973	304	Unknown	Known
Mine	July 28, 1977	4,956	Unknown	Unknown
Soquel	Oct. 23, 1978	5,428	Unknown	Known
Soquel Canyon*	Oct. 25, 1978	251	Unknown	Unknown
Los Sarranos [Serranos]	June 19, 1979	172	Unknown	Known
Paseo	Sep. 15, 1979	3,644	Smoldering Sleeper Fire	Known
Corona	1980	116	Unknown	Unknown
Green River	July 13, 1980	379	Unknown	Known
Owl	Oct. 28, 1980	18,332	Unknown	Known
Carbon Canyon	Nov. 16, 1980	14,613	Unknown	Known
Euclid	Oct. 30, 1981	714	Unknown	Known
Fresno Canyon*	Oct. 1982	213	Unknown	Unknown
Gypsum	Oct. 9, 1982	19,986	Power lines	Known

* Indicates the fire name was assigned by Hills For Everyone.

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A 100 Year History of Wildfires Near Chino Hills State Park



Fire Perimeter Data Continued...

Fire Name	Fire Date	Acreage Burned	Cause	Point of Origin
Santa Ana Canyon*	Fall 1983	443	Unknown	Unknown
Fresno*	July 12, 1983	642	Unknown	Unknown
91 Freeway*	July 13, 1983	1,618	Unknown	Unknown
Bane Canyon*	Sep. 14, 1983	581	Unknown	Unknown
Wardlow Wash*	July 8, 1984	114	Unknown	Unknown
Coal Canyon	July 9, 1984	450	Fireworks (Bottle Rocket)	Known
Coal Canyon	July 2, 1985	540	Plane Crash into Power lines	Known
Shell	Aug. 11, 1985	1,635	Unknown	Known
Green River	Oct. 6, 1985	Less than 1	Unattended Children	Known
Fresno Canyon*	Aug. 2, 1986	95	Unknown	Unknown
Bane Canyon*	June 24, 1988	820	Unknown	Unknown
South Ridge	May 24, 1989	5	Mower hit rock, ignited brush	Known
Aliso Canyon	June 29, 1989	44	Unknown	Unknown
Carbon Canyon	June 27, 1990	6,664	Arson	Known
Yorba	July 12, 1990	7,884	Model Rocket	Known
91 Freeway	July 5, 1991	50	Machinery	Known
San Juan Hill	June 10, 1992	249	Plane Crash	Known
Stagecoach	Oct. 26, 1993	581	Unknown	Unknown
91 Freeway*	1994	41	Unknown	Unknown
Carbon Canyon [Wagon]	June 25, 1994	757	Unknown	Known
91 Freeway*	Aug. 5, 1994	28	Unknown	Known
Highway 91	Aug. 26, 1995	177	Unknown	Unknown
Carbon Canyon	Aug. 31, 1998	733	Lightning	Known
Green	Feb. 9, 2002	2,234	Downed Power lines	Known
Evening	Apr. 21, 2002	893	Fireworks	Known
Blue Gum	Nov. 20, 2002	497	Arson	Known
Coal Canyon	July 12, 2003	2	Arson	Known
Green River	July 24, 2004	16	Car Crash	Known
Carbon Canyon	Sep. 25, 2004	18	Car Fire	Known

* Indicates the fire name was assigned by Hills For Everyone.



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Fire Perimeter Data Continued...

Fire Name	Fire Date	Acreage Burned	Cause	Point of Origin
Yorba Linda	July 5, 2005	1,079	Fireworks	Known
Carbon Canyon	Aug. 4, 2005	1	Arson	Unknown
Sierra Peak	Feb. 6, 2006	10,506	Backfire	Known
Brush Canyon	July 11, 2006	1	Unknown	Unknown
Blue Gum	Aug. 2, 2006	3	Illegal Campfire	Unknown
241 Incident	Aug. 22, 2006	Less than 1	Unknown	Unknown
Windy Ridge [241 Incident]	Mar. 11, 2007	1,618	Burning Car (Arson)	Known
Rose	Apr. 12, 2007	8	Machinery	Known
Freeway Complex	Nov. 15, 2008	30,306	Auto Exhaust & Power lines	Known
241 Incident	Sep. 25, 2009	Less than 1	Unknown	Unknown
91 Freeway Incident	June 16, 2010	47	Unknown	Known
Carbon Canyon	July 11, 2011	518	Arson	Known
Rose Drive*	Nov. 2, 2011	5	Power lines	Known

* Indicates the fire name was assigned by Hills For Everyone.

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APPENDIX B

Fire Causes and Points of Origin Data

Fire Name	Fire Date	Acreage Burned	Cause	Perimeter
Sonome Canyon	Unknown	Unknown	Plane Crash	Unknown
Paseo Grande	Oct. 29, 1967	39,872	Unknown	Known
Firestone	Oct. 30, 1967	236	Unknown	Known
Serranos	Sep. 9, 1973	304	Unknown	Known
Soquel	Oct. 23, 1978	5,428	Unknown	Known
Los Sarranos [Serranos]	June 19, 1979	172	Unknown	Known
Paseo	Sep. 15, 1979	3,644	Smoldering Sleeper Fire	Known
Green River	July 13, 1980	379	Unknown	Known
Owl	Oct. 28, 1980	18,332	Unknown	Known
Carbon Canyon	Nov. 16, 1980	14,613	Unknown	Known
Euclid	Oct. 31, 1981	714	Unknown	Unknown
Gypsum Canyon	Oct. 9, 1982	19,986	Electric Lines	Known
Coal Canyon	July 9, 1984	450	Fireworks (Bottle Rocket)	Known
Coal Canyon	July 2, 1985	540	Plane Crash into Power lines	Known
Shell	Aug. 11, 1985	1,635	Unknown	Known
Green River	Oct. 6, 1985	Unknown	Unattended Children	Known
Coal Canyon	Apr. 21, 1987	25	Vehicle Fire	Unknown
Gypsum Canyon	May 12, 1987	20	Incendiary Device	Unknown
Coal Canyon	July 7, 1987	5	Unknown	Unknown
Coal Canyon	July 28, 1987	10	Unknown	Unknown
Rim Crest	Mar. 13, 1988	10	Kids with Matches	Unknown
Coal Canyon	May 13, 1988	3	Unknown	Unknown
La Vida	Dec. 4, 1988	Unknown	Unknown	Unknown
South Ridge	May 24, 1989	5	Mower hit rock, ignites brush	Known
Carbon Canyon	July 5, 1989	Unknown	Unknown	Unknown
Featherly Regional Park	July 14, 1989	Unknown	Unknown	Unknown



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Fire Causes and Points of Origin Data Continued...

Fire Name	Fire Date	Acreage Burned	Cause	Perimeter
Chino Hills State Park	Oct. 10, 1989	400	Unknown	Unknown
Carbon Canyon	June 27, 1990	6,664	Arson	Known
Yorba	July 12, 1990	7,884	Model Rocket	Known
Carbon Canyon	July 22, 1990	1	Unknown	Unknown
Carbon Canyon	July 27, 1990	2	Downed Power line	Unknown
91 Freeway	July 5, 1991	245	Machinery	Known
Coal Canyon	May 10, 1992	3	Unknown	Unknown
San Juan Hill	June 10, 1992	240	Plane Crash	Known
Chino Hills State Park	Sep. 8, 1992	500	Power lines	Unknown
Carbon Canyon	Nov. 15, 1993	40	Plane Crash	Unknown
Carbon Canyon [Wagon]	June 25, 1994	757	Unknown	Known
91 Freeway	Aug. 5, 1994	28	Unknown	Known
71 Freeway	Dec. 19, 1994	4	Unknown	Unknown
Carbon Canyon	June 24, 1998	20	Road Flare (Arson)	Unknown
Carbon Canyon	Aug. 31, 1998	733	Lightning	Known
Chino Hills State Park	Jan. 19, 1999	Unknown	Plane Crash	Unknown
Woodview	Sep. 12, 2000	200	Unknown	Unknown
Chino Hills Parkway	Sep. 18, 2000	2	Unknown	Unknown
Green	Feb. 9, 2002	2,234	Downed Power lines	Known
Evening	Apr. 21, 2002	891	Fireworks	Known
71 Freeway	Aug. 3, 2002	10	Car Exhaust Pipe	Unknown
Blue Gum	Nov. 30, 2002	497	Arson	Known
Coal Canyon	July 12, 2003	2	Arson	Known
71 Freeway	Aug. 19, 2003	3	Unknown	Unknown
Coal Canyon	May 30, 2004	2	Unknown	Unknown
Green River	July 24, 2004	16	Car Crash	Known
Carbon Canyon	Sep. 25, 2004	18	Car Fire	Known

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A 100 Year History of Wildfires Near Chino Hills State Park



Fire Causes and Points of Origin Data Continued...

Fire Name	Fire Date	Acreage Burned	Cause	Perimeter
Yorba Linda	July 5, 2005	1,079	Illegal Fireworks	Known
Sierra Peak	Feb. 6, 2006	10,506	Back Fire	Known
Brush Canyon	July 23, 2006	1	Lightning	Unknown
Feldspar	Sep. 26, 2006	Unknown	Car Crash	Unknown
Red Star	Jan. 7, 2007	175	Unknown	Unknown
Windy Ridge [241 Incident]	Mar. 11, 2007	1,618	Burning Car (Arson)	Known
Rose	Apr. 12, 2007	3	Machinery	Known
Coal Canyon	May 7, 2007	140	Caltrans Machinery	Unknown
Western Hills	May 16, 2008	15	Downed Power lines	Unknown
Freeway Complex	Nov. 15, 2008	30,306	Auto Exhaust	Known
Windy Ridge	Nov. 25, 2009	80	Power lines	Unknown
Coal Canyon	Mar. 16, 2010	Unknown	Car Accident	Unknown
91 Freeway Incident	June 16, 2010	47	Unknown	Known
Quarter Horse	Sep. 4, 2010	10	Fireworks	Unknown
Carbon Canyon	July 11, 2011	518	Arson	Known
Rose Drive	Nov. 2, 2011	5	Power lines	Known

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APPENDIX C

All Fires Combined (Perimeters and Points of Origin) Data

Fire Name	Fire Date	Acreage Burned	Cause	Data Type
Fuel Break (Historical)	—	132	—	Perimeter
Sonoma Canyon	Unknown	Unknown	Plane Crash	Point of Origin
Irvine Ranch	1914	14,810	Unknown	Perimeter
Fresno Canyon*	1928	1,007	Unknown	Perimeter
Gypsum*	1929	1,085	Unknown	Perimeter
Carbon Canyon*	1930	733	Unknown	Perimeter
Santa Ana Canyon	Nov. 8, 1943	9,375	Unknown	Perimeter
Gaines	Sep. 22, 1944	270	Unknown	Perimeter
Shell	July 2, 1947	118	Unknown	Perimeter
Green River	Nov. 4, 1948	41,285	Unknown	Both
Nohl	June 21, 1951	176	Unknown	Perimeter
Santiago	Oct. 15, 1958	110	Unknown	Perimeter
La Vida	Nov. 29, 1959	611	Unknown	Perimeter
91 Freeway*	1962	139	Unknown	Perimeter
Paseo Grande	Oct. 29, 1967	39,872	Unknown	Both
Firestone	Oct. 30, 1967	236	Unknown	Both
Tonner Canyon	June 13, 1971	9	Unknown	Perimeter
Serranos	Sep. 9, 1971	104	Unknown	Both
Mine	July 28, 1977	4,956	Unknown	Perimeter
Soquel	Oct. 23, 1978	5,428	Unknown	Both
Soquel Canyon*	Oct. 25, 1978	251	Unknown	Perimeter
Los Serranos [Serranos]	June 19, 1979	172	Unknown	Both
Paseo	Sept. 15, 1979	3,644	Smoldering Sleeper Fire	Both

* Indicates the fire name was assigned by Hills For Everyone.

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All Fires Combined (Perimeters and Points of Origin) Data Continued...

Fire Name	Fire Date	Acreage Burned	Cause	Data Type
Corona	1980	116	Unknown	Perimeter
Green River	July 13, 1980	379	Unknown	Both
Owl	Oct. 28, 1980	18,332	Unknown	Both
Carbon Canyon	Nov. 16, 1980	14,613	Unknown	Both
Euclid	Oct. 30, 1981	714	Unknown	Both
Fresno Canyon*	Oct. 1982	211	Unknown	Perimeter
Gypsum	Oct. 9, 1982	19,986	Power lines	Both
Santa Ana Canyon*	Fall 1983	443	Unknown	Perimeter
Fresno*	July 12, 1983	642	Unknown	Perimeter
91 Freeway*	July 13, 1983	1,618	Unknown	Perimeter
Bane Canyon*	Sep. 14, 1983	581	Unknown	Perimeter
Wardlow Wash*	July 8, 1984	114	Unknown	Perimeter
Coal Canyon	July 9, 1984	450	Fireworks (Bottle Rocket)	Both
Coal Canyon	July 2, 1985	540	Plane Crash into Power lines	Both
Shell	Aug. 11, 1985	1,635	Unknown	Both
Green River	Oct. 6, 1985	Less than 1	Unattended Children	Both
Fresno Canyon*	Aug. 2, 1986	95	Unknown	Perimeter
Coal Canyon	Apr. 21, 1987	25	Vehicle Fire	Point of Origin
Gypsum Canyon	May 12, 1987	20	Incendiary Device	Point of Origin
Coal Canyon	July 7, 1987	5	Unknown	Point of Origin
Coal Canyon	July 28, 1987	10	Unknown	Point of Origin
Rim Crest	Mar. 13, 1988	10	Kids with Matches	Point of Origin
Coal Canyon	May 13, 1988	3	Unknown	Point of Origin
Bane Canyon*	June 24, 1988	820	Unknown	Perimeter
La Vida	Dec. 4, 1988	Unknown	Unknown	Point of Origin
South Ridge	May 24, 1989	5	Mower hit rock, ignited brush	Both
Aliso Canyon	June 29, 1989	44	Unknown	Perimeter
Carbon Canyon	July 5, 1989	Unknown	Unknown	Point of Origin
Featherly Regional Park	July 14, 1989	Unknown	Unknown	Point of Origin

* Indicates the fire name was assigned by Hills For Everyone.

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All Fires Combined (Perimeters and Points of Origin) Data Continued...

Fire Name	Fire Date	Acreage Burned	Cause	Data Type
Chino Hills State Park	Oct. 10, 1989	400	Unknown	Point of Origin
Carbon Canyon	June 27, 1990	6,664	Arson	Both
Yorba	July 12, 1990	7,884	Model Rocket	Both
Carbon Canyon	July 22, 1990	1	Unknown	Point of Origin
Carbon Canyon	July 27, 1990	2	Downed Power lines	Point of Origin
91 Freeway	July 5, 1991	50	Machinery	Both
Coal Canyon	May 10, 1992	3	Unknown	Point of Origin
San Juan Hill	June 10, 1992	249	Plane Crash	Both
Chino Hills State Park	Sep. 8, 1992	500	Power lines	Point of Origin
Stagecoach	Oct. 26, 1993	581	Unknown	Perimeter
Carbon Canyon	Nov. 15, 1993	40	Plane Crash	Point of Origin
91 Freeway*	1994	41	Unknown	Perimeter
Carbon Canyon [Wagon]	June 25, 1994	757	Unknown	Both
91 Freeway*	Aug. 5, 1994	28	Unknown	Both
71 Freeway	Dec. 19, 1994	4	Unknown	Point of Origin
Highway 91	Aug. 26, 1995	177	Unknown	Perimeter
Carbon Canyon	June 24, 1998	20	Road Flare (Arson)	Point of Origin
Carbon Canyon	Aug. 31, 1998	713	Lightning	Both
Chino Hills State Park	Jan. 19, 1999	Unknown	Plane Crash	Point of Origin
Woodriese	Sep. 12, 2000	200	Unknown	Point of Origin
Chino Hills Parkway	Sep. 18, 2000	2	Unknown	Point of Origin
Green	Feb. 9, 2002	2,234	Downed Power lines	Both
Evening	Apr. 21, 2002	893	Fireworks	Both
71 Freeway	Aug. 3, 2002	10	Car Exhaust Pipe	Point of Origin
Blue Gum	Nov. 20, 2002	497	Arson	Both
Coal Canyon	July 12, 2003	2	Arson	Both
71 Freeway	Aug. 19, 2003	3	Unknown	Point of Origin

* Indicates the fire name was assigned by Hills For Everyone.

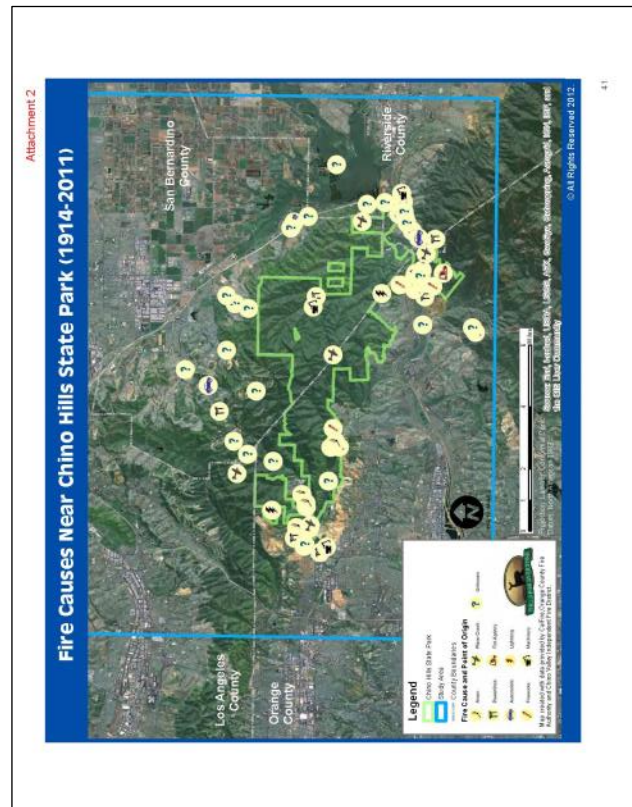
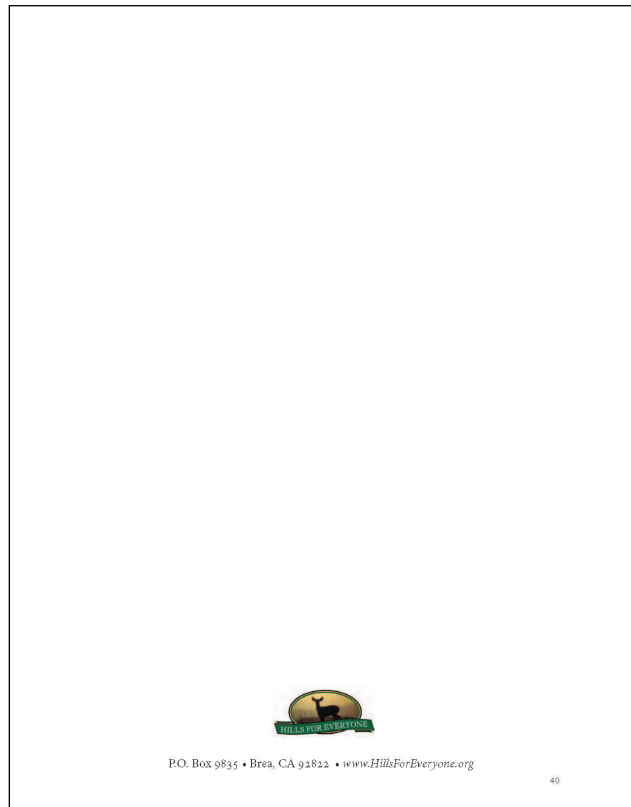
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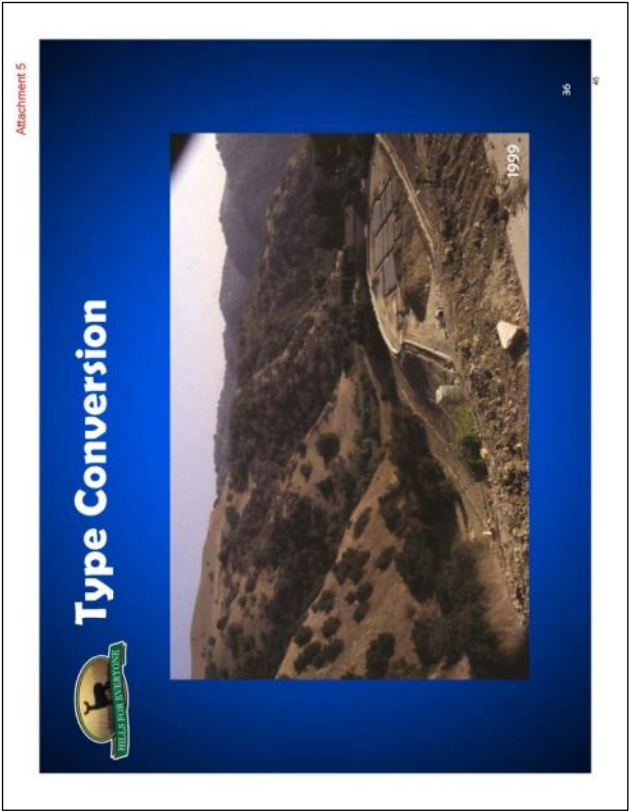
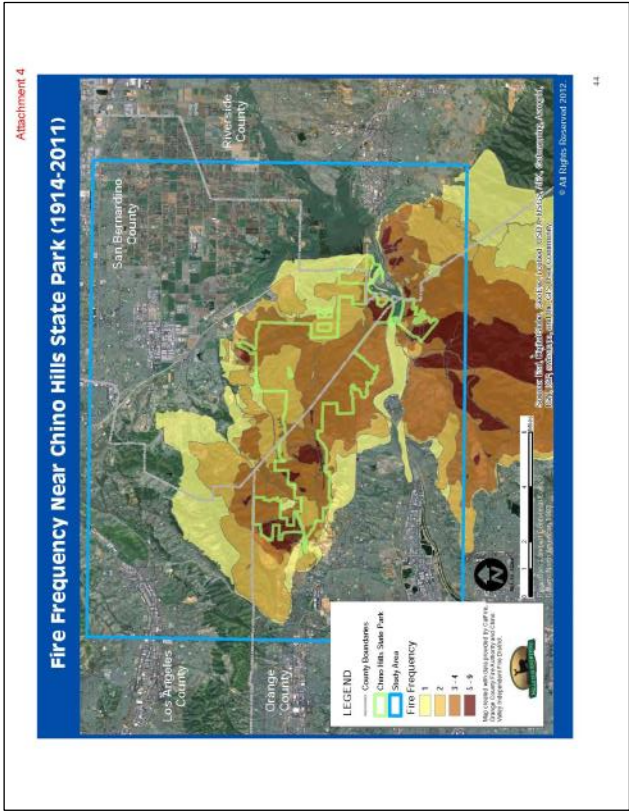
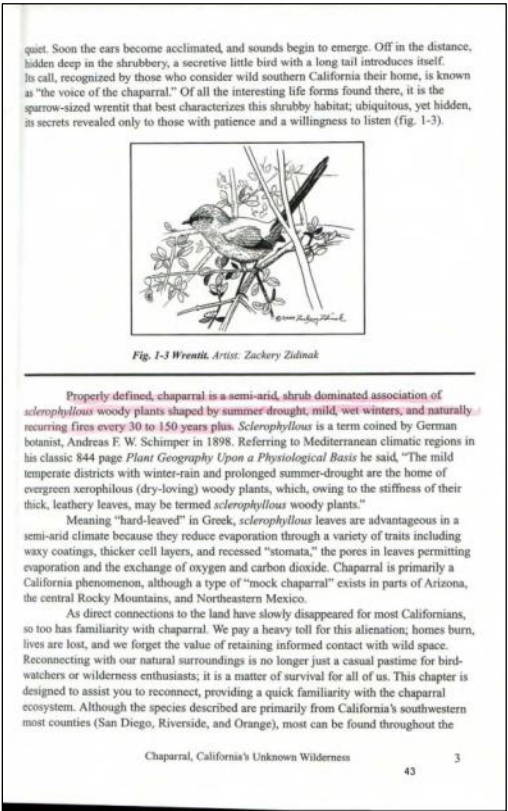
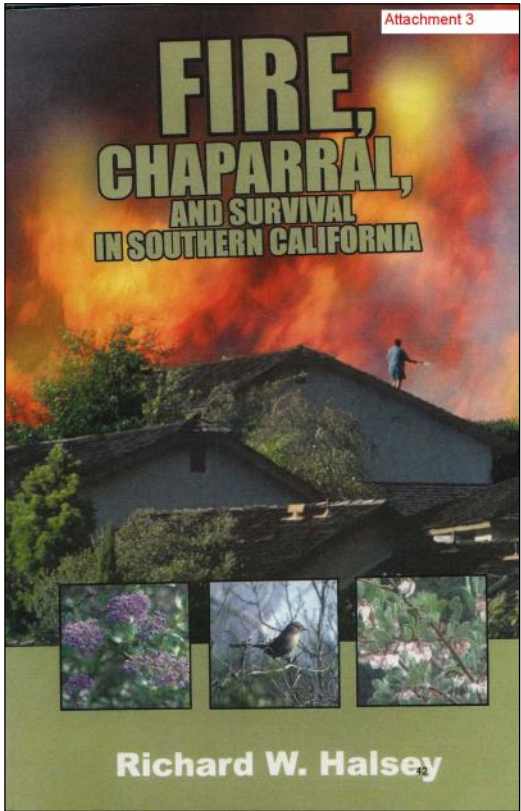
All Fires Combined (Perimeters and Points of Origin) Data Continued...

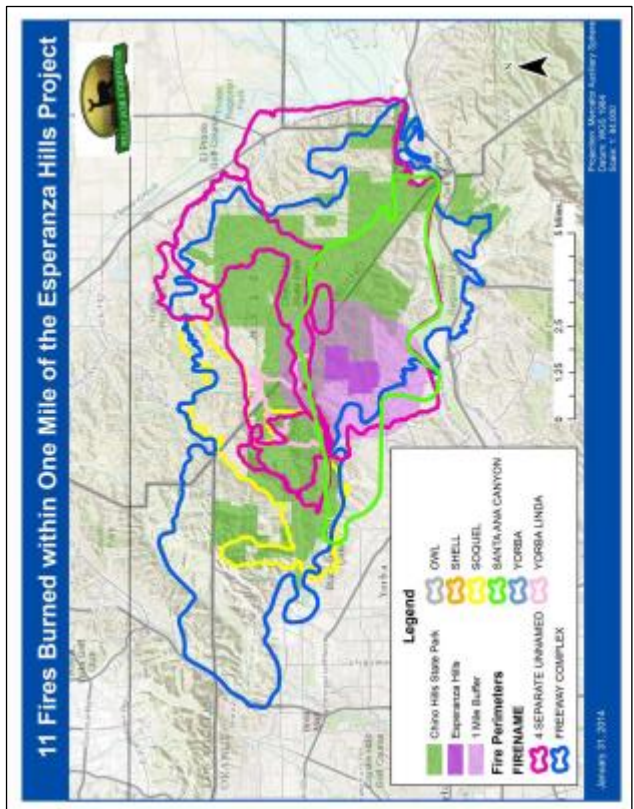
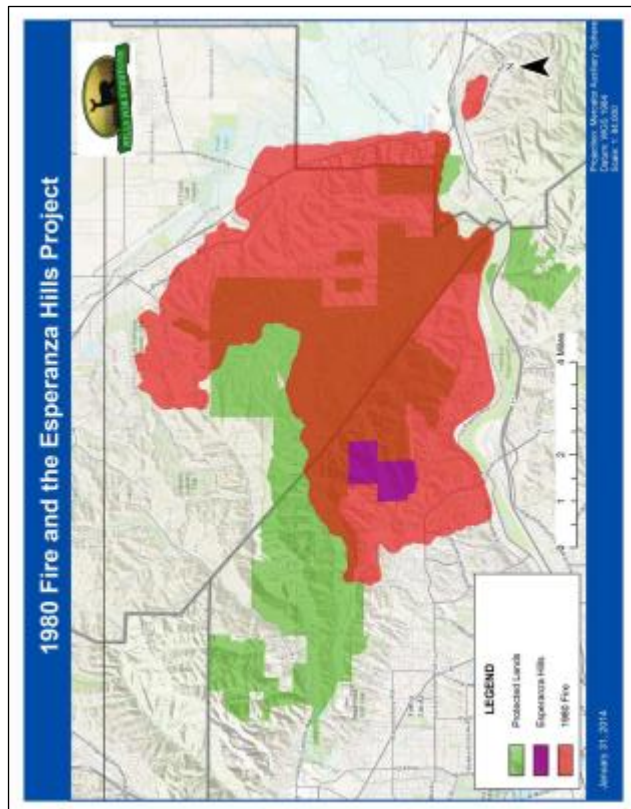
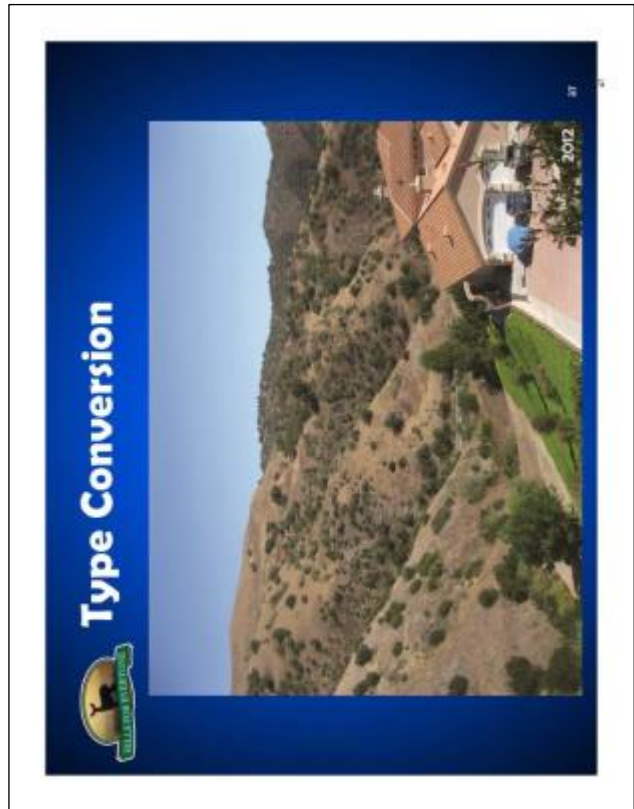
Fire Name	Fire Date	Acreage Burned	Cause	Data Type
Coal Canyon	May 30, 2004	2	Unknown	Point of Origin
Green River	July 24, 2004	16	Car Crash	Both
Carbon Canyon	Sep. 25, 2004	18	Car Fire	Both
Yorba Linda	July 5, 2005	1,079	Fireworks	Both
Carbon Canyon	Aug. 4, 2005	1	Arson	Perimeter
Sierra Peak	Feb. 6, 2006	10,506	Backfire	Both
Brush Canyon	July 11, 2006	1	Unknown	Perimeter
Brush Canyon	July 23, 2006	1	Lightning	Point of Origin
Blue Gum	Aug. 2, 2006	3	Illegal Campfire	Perimeter
241 Incident	Aug. 22, 2006	Less than 1	Unknown	Perimeter
Feldspar	Sep. 26, 2006	Unknown	Car Crash	Point of Origin
Red Star	Jan. 7, 2007	175	Unknown	Point of Origin
Windy Ridge [241 Incident]	Mar. 11, 2007	1,618	Burning Car (Arson)	Both
Rose	Apr. 12, 2007	8	Machinery	Both
Coal Canyon	May 7, 2007	140	Caltrans Machinery	Point of Origin
Western Hills	May 16, 2008	15	Downed Power lines	Point of Origin
Freeway Complex	Nov. 15, 2008	30,306	Auto Exhaust & Power lines	Both
241 Incident	Sep. 25, 2009	Less than 1	Unknown	Perimeter
Windy Ridge	Nov. 25, 2009	80	Unknown	Point of Origin
Coal Canyon	Mar. 16, 2010	Unknown	Car Accident	Point of Origin
91 Freeway Incident	June 16, 2010	47	Unknown	Both
Quarter Horse	Sep. 4, 2010	10	Fireworks	Point of Origin
Carbon Canyon	July 11, 2011	518	Arson	Both
Rose Drive*	Nov. 2, 2011	5	Power lines	Both

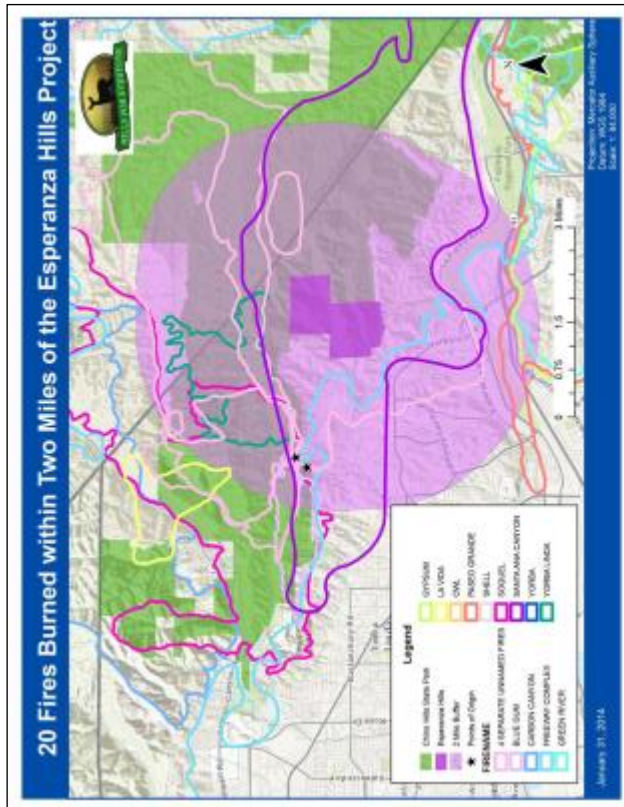
* Indicates the fire name was assigned by Hills For Everyone.

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Western Ecological Research Center <http://www.werc.usgs.gov>
Publication Brief

Attachment 9

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Housing Location Factors Determine Risk of Housing Loss from Wildfires in Southern California

Wildfire risk reduction efforts in southern California focus primarily on fuel reduction and less so on house characteristics and homeowner responsibility. However, as the extent to which land use planning could decrease wildfire risk has been largely missing from the debate, despite large numbers of homes being placed in the most hazardous parts of the landscape.

A *PLoS ONE* study authored by Conservation Biologist Institute ecologist Alexandra Syphard, USGS fire ecologist Jon Kunkley and colleagues from the University of Wisconsin examined how housing location and arrangement affected the likelihood that a home will be lost when a wildfire occurs. Researchers developed an extensive geographic database of structure locations, including more than 5,500 structures in the San Diego region and Santa Monica Mountains region that were destroyed or damaged by wildfires since 2001, and identified the main contributors to property loss.

The arrangement and location of structures strongly affected their susceptibility to wildfire. Property losses were greatest in areas with a history of frequent fire. Losses also were higher when structures were surrounded by wildland vegetation, and were higher in homeowners that types than in higher fuel volume woody types. Housing arrangement was also important, as destruction was most likely at low to intermediate structure densities.

Researchers also tested fire based maps developed using housing pattern and location against detailed maps based on the assumption that fuel distribution is the primary determinant of hazard. The fuel-based maps correctly identified general patterns of fuel-based across the state. However, at the regional scale, fuel-based maps did not predict property loss as well as maps developed using a combination of factors that included housing arrangement and location.

Management Implications

- Land use planning and housing development policies should be important components of fire risk management plans for southern California's wildland-urban interfaces
- Housing location factors, such as surrounding vegetation type and density of the nearest fire, highlight the need to incorporate existing policies on fuel load reduction. Woody fuel clearing may increase highly ignitable and flammable substances such, which were correlated with property loss in Ventura and Los Angeles counties
- Traditional fire based maps based primarily on fuel distribution do not predict property loss at the regional scale compared to fire based maps that incorporate multiple variables, including housing arrangement and location.

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<http://www.plosone.org/journal>

<http://doi.org/10.1371/journal.pone.0034681>

The strong importance of housing arrangement and location indicates that land use planning may be a critical tool for reducing fire risk, but it will require reliable delineations of the most hazardous locations.

Housing location can determine the likelihood of property loss from wildfire.

U.S. Government Work
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WERC Publication Brief Online <http://www.werc.usgs.gov>

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Fighting Fires: You're Doing It Wrong Attachment 10

Becky Oskin, OurAmazingPlanet Staff Writer | January 14, 2013 05:08pm ET

in cooperation with ourAmazingPlanet

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A bushfire in Australia.
Credit: [Australia bushfire image via Shutterstock](#) [View full size image](#)

Australia is burning. Extreme heat and drought during the country's summer wildfire season have helped force while apart about 100 bushfires across southeastern Australia.

Sound familiar?

2012 was America's [hottest year on record](#). Those scorching temperatures (along with persistent drought) pushed more than 9.2 million acres to burn in the West. The damages will top \$1 billion dollar and fires consumed more than 2,100 homes, according to the National Oceanic and

Atmospheric Administration.

Parts of both the United States and Australia share a combustible mix of fire hazards, such as an ecology adapted to fire-prone conditions and a [climate conducive to wildfires](#). And every year, more people choose to live in some of the most beautiful and hazardous country around — the wildland's edge.

The destruction will only escalate, scientists predict, until we stop fighting fires in the forests and brush. Instead, the focus should shift to securing homes and structures, as well as applying new research that [avertens long-standing conventional wisdom about fire defense](#), experts say.

"We're losing homes in fires because homes are being put into hazardous conditions," said Jon Keeley, a fire ecologist with the U.S. Geological Survey (USGS). "The important thing is not to blame it on the fire event, but instead to think about planning and reduce putting people at risk."

Thanks to work by Keeley and his colleagues, researchers now know techniques that work for firefighters in the Colorado mountains won't help California battling wind-driven wildfires in the chaparral. ([Image: Scripps Institution of Oceanography](#))

Doesn't burn chaparral

In California, as the population grows, the fires grow. The loss of lives and property increased every decade in the past century, according to a 2001 study in the *Journal of Conservation Biology* by Keeley and USGS ecologist C.J.

Fotheringham.

[One hundred years of fire suppression](#) is partly to blame. To protect homes, local fire managers frequently set California's chaparral-covered hills ablaze. But the decades spent earnestly "masticating" (mechanically removing potential fire fuel) devil-red manzanitas with trunks as thick as thighs, and the repeated prescribed burns, replaced native chaparral with incendiary invasive species like cheatgrass, according to the USGS.

The decades of effort were for naught, finds a series of recent studies from the USGS and colleagues at the Conservation Biology Institute and several research universities.

Prescribed burning, intended to remove dead wood and fuel before fire season, does help control fires in Western conifer forests, like the tall giants of Sequoia National Park in Northern California. But chaparral isn't forest. It's a dense carpet of woody shrubs: chamise, ceonothus and other plants that cling to steep canyons and ridges.

"I work in [Sequoia National Park](#), and we've had a prescription burning program for the last 40 years, and it's extremely necessary," Keeley told [OurAmazingPlanet](#). "In most of Southern California, it is completely irrelevant. There is overwhelming evidence we've never come anywhere close to excluding fire on this landscape," through prescribed burns, he said.

In Southern California, 29 years of prescribed burns had no effect on reducing the area burned by future fires, a 2012 study Keeley co-authored found. The study was published in the *Journal of Environmental Management*.

"It's wrongheaded to think there's just one fire story out there," Keeley said. "There's lots of fire stories. There's what's going on in forests, and what's going on in [chaparral landscapes](#), and they're very different in terms of how to solve them."

And when scientists dug up carbon from past wildfires — those that took place before Europeans arrived — they made a startling discovery. Unlike Western forests, coastal chaparral and sage scrub may burn only once every 100 years, and the inland ridges every 30 years. Further tests revealed the shrubs are slow to regrow, taking five, 10 or even 20 years to flower and set new seed. [Frequent prescribed burns](#), combined with the rising numbers of human-sparked conflagrations, weakens the ecosystem. When chaparral erupts in flames every few years, native species burn through their energy stores and seed stock trying to recover, said Rick Halsey, director of the nonprofit

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California Chaparral Institute, which advocates for preserving chaparral. As a result of the burns, non-natives take over.

"We're accelerating the environmental destruction of California's most characteristic ecosystem," Halsey told [OurAmazingPlanet](#).

Changing minds

But changing decades of calcified wisdom will be difficult. "There was this mindset that this beautiful ecosystem is unnatural and we need to burn it up because it doesn't belong," Halsey said. "Finally the science got up to speed and said the natural fire regime in chaparral is anywhere from 50 to 150 years, not 10 to 15 years."

The USGS has had success with the National Park Service, which was forced to rethink their approach to fire management in 2001, after losing control of a prescribed burn and nearly torching Los Alamos National Laboratory one of the nation's nuclear testing labs. The Santa Monica Mountains National Recreation Area had their last prescribed burn in 2005, said Marti Witter, a fire ecologist with the park. The park [lowers its fire risk](#) by mowing open grassland, and leaves chaparral alone.

"The mindset that's out there is so pervasive, and you come up against it all the time," Witter told [OurAmazingPlanet](#). "Anytime we're in a public meeting, there's always someone who will stand up and say, 'if we just did prescribed burning, that will solve our problem.'"

To help spread news of the findings, the USGS Western Ecological Research Center in Sacramento, Calif., will launch a public outreach program this spring, and has already been meeting with local and state fire managers.

Fighting fires with fuel

Clearing chaparral for firebreaks, a gap meant to slow spreading flames, also does little to help fire fighters battle the chaotic infernos driven by [California's Santa Ana winds](#), Fotheringham told [OurAmazingPlanet](#).

"There's really two types of fires: the ones we plan for, and the ones that do the damage," Fotheringham said.

In the fall, fierce winds called the Santa Anas rush down from the California mountains. The winds can be of tropical storm strength (winds less than 74 mph, or 119 kph) at lower elevations and hurricane-strength (74 mph or greater) above 1,000 feet (305 meters). ([Amazing Video: Speed of Wildfire](#))

It's fire season in the West when the winds blow.

Firebreaks can help fire fighters battle small burns in chaparral. Without fire fighters at the breaks, however, flames skip past the gaps, found a study led by ecologist Alexandra Syphard of the Conservation Biology Institute in the June 2011 issue of the *Journal of Ecology and Management*.

The non-native species that eagerly occupy open space on fire breaks and in cleared chaparral act as kindling for flying embers, said Fotheringham. The whirling winds carry embers as far as a mile in front of the actual wildfire.

Defending your space

In California, when houses burn, blown embers are at fault, not trees or chaparral.

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Prescribed fires in central and southern California do not reduce future area burned, as they might in other ecosystems.

Credit: Jon Keeley/CNRS/View full size image

"The primary spread of fire where we lose houses under wind-driven conditions is from embers," Fotheringham said.

In October 2007, more than 2,000 homes burned in Southern California during Santa Ana-driven firestorms. None of the homes ignited from direct contact with flames. Instead, embers blown by the wind — up to a mile ahead of the flame front — landed on flammable materials near houses, according to several studies conducted after the fires.

Researchers with the Western Ecological Research Center analyzed homes in the Santa Monica Mountains and part of San Diego County that burned between 2001 and 2010, during several devastating wildfires in the region. The study, which had some surprising findings, was published March 28, 2012, in the *Journal PLoS One*.

"What really threw me off was the trees don't burn," said Fotheringham, who was not involved in the study but analyzed the data for another research project. "With green vegetation, you have to drive off the moisture before it will ignite. I got to looking around my yard, and I saw all the leaves accumulating everywhere. A lot of what we have for urban vegetation is deciduous, so in the fall, the Santa Ana wind-driven fires coincide with leaf drop. It's a perfect storm."

To really save homes, Fotheringham wants Californians to spend their fall weekends cleaning the nooks and crannies around their houses. Find the fire starters, she said: dryer lint, pine needles and leaves hiding in roof shingles, foundation cracks, decorative shrubs and underneath decks. "I get so frantic that sometimes I go out and Shop-Vac my yard, trying to get the leaves all up," Fotheringham said.

California law requires all homeowners to clear a "defensible" space. The guidelines call for trimming branches, keeping tall plants and shrubs away from buildings, and spacing remaining trees and bushes to [prevent fire from spreading](#). Some residents scrape a moonscape around their homes, removing all plants and clearing the land to the

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dirt.

But time after time, in infernos created by Santa Ana winds, thousands of homes with defensible barriers burst into flames. In the July 2006 Sawtooth Fire north of Palm Springs, homes with more than 100 feet (30 m) of bare dirt clearance burst into flames. In fact, the burning homes set their own shrubs and trees on fire. ([Raging Western Wildfires in Photos](#))

That's because clearing land encourages the growth of weeds, "fleshy fuels" that easily ignite from embers. Instead of aggressive clearing, a green fire barrier of irrigated, wisely chosen shrubs and trees can help absorb heat and deflect embers, Halsey said. For the most up-to-date advice, visit <http://firecenter.berkeley.edu/book33>.

"Bring a little of the natural environment into your yard," recommended Halsey, who trained as a firefighter to better understand the challenges California must overcome to solve its fire mess. "The quick fix has been to pour more money into the fire agencies, instead of doing the difficult thing, which is planning," he said. "We can do more around communities."

Fotheringham agreed. "It's the planning that's a problem."

Living on the edge

Urban planning makes a huge difference in [fire risk](#), research shows. In Southern California, homes are most likely to burn if they were located off by themselves, or in small clusters, according to the PLoS One study. Building in a wide corridor, where the Santa Anas are fiercest, is also more likely to lead to destruction.

"We know the hazardous fires are driven by Santa Ana winds that follow canyon systems," Keeley explained. For example, Topanga Canyon near Los Angeles burns every other decade because it funnels Santa Anas through its steep slopes, he said.



While the USGS specifically looked at California, many of the results apply to other Western states, where land use planning is critical for limiting the effects of wildfires in the future.

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Having location can determine the likelihood of structure loss due to wildfires.
Credit: Jon Keeley/USNO/USGS/USDA/USFS

In Colorado, the **2012 Walsby Canyon Fire** was the state's most destructive fire in history, causing \$15 million in damage, destroying 346 homes and killing two people.

But Walsby Canyon was an average fire for Colorado, Keeley said. "The Rocky Mountains have fire 10 times that size. What was unusual is Colorado usually doesn't lose homes. But because of urban sprawl, and **developments moving out into the forest**, now when we get a perfectly normal fire, homes burn," he said.

Keeley and other researchers say a major shift in thinking is needed on the part of planners and developers.

Changes in land planning (where people put homes), building more fireproof homes, and landscaping with fire-resistant vegetation will go a long way toward reducing future fire damage, he said. "We see the potential for improvements that can have as much impact as what the Forest Service does out in the wildlands," Keeley said.


"What I want to see change is people stop depending on the Forest Service to put out all the fires," Keeley said. "I want to see homeowners and communities take greater responsibility for solving the problem. It's just wrongheaded to think the Forest Service is the only people who can solve the problem."

Reach Becky Oakin at boakin@techcrunch.com. Follow her on Twitter [@beckyoakin](https://twitter.com/beckyoakin). Follow OurAmazingPlanet on Twitter [@OAPPlanet](https://twitter.com/OAPPlanet). We're also on [Facebook](#) and [Google+](#).


Editor's Recommendations

- [Natural Disasters: Top 10 U.S. Threats](#)
- [Natural Disasters: Top 10 U.S. Threats](#)
- [World Set a Flame: 2002 - 2011 Visualized](#)
- [Video: World Set a Flame: 2002 - 2011 Visualized](#)
- [7 Most Dangerous Places on Earth](#)
- [7 Most Dangerous Places on Earth](#)

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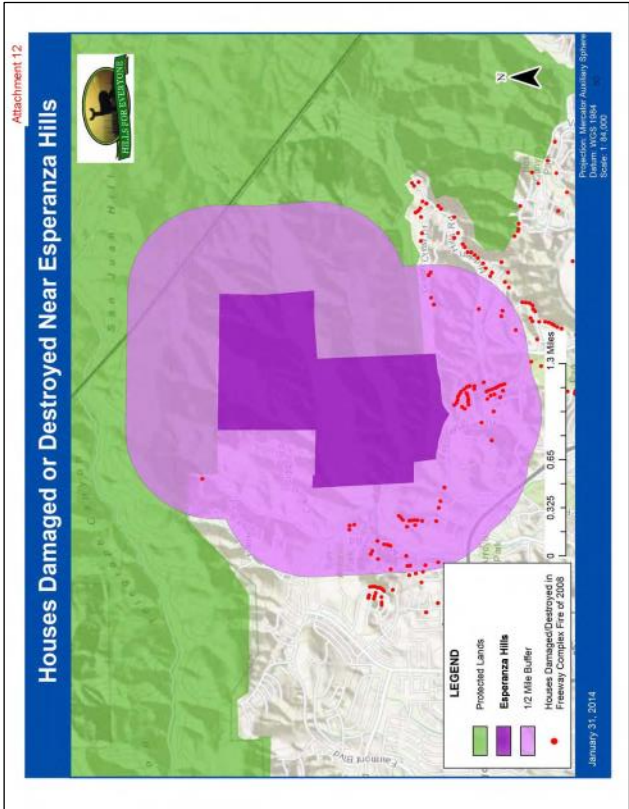
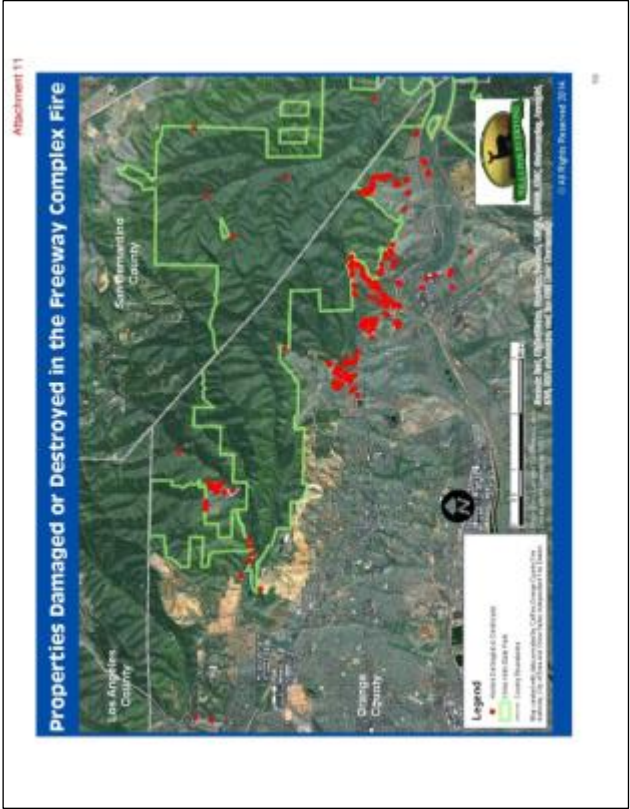


[Growing California's Coldest Wildfire Seen from Space](#)



[Client Surprise: Old Trees Grow Fastest](#)

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1/15/14 Chino Hills SP Attachment 16

CA 200V California Department of Parks and Recreation

HOME VISIT A PARK PARK MANAGEMENT JOBS LEARNING NEWSROOM

Chino Hills SP State Park

Bene Canyon Road Construction - ROAD CLOSED - Monday, January 6, 2014.

Road construction on Bene Canyon Road will restart on Monday, January 6, 2014. The road will be closed to the public and access will not be available from the Chino Hills side of the park. For access into the park you can go to the Chino Hills State Park Discovery Center at 4500 Carbon Canyon Road, Brea, CA 92603 or the parking and equestrian staging area located in the city of Yorba Linda at Quakerhorne Drive from the intersection of Fairmont Blvd. and Quakerhorne Drive.

TRAIL STATUS: Monday, December 23rd, 2013: TRAILS ARE OPEN.

Chino Hills State Park is open daily - 8:00 AM to 5:00 PM.

The Running M Campground and the Group Camp facilities are closed.

Visit the new Discovery Center!

Located at 4500 Carbon Canyon Road in Brea, CA

Park Information

HOURS OF OPERATION:
October - March
8am-4pm 7 Days a Week
April - September
8am-5pm 7 Days a Week
PARK OFFICE TELEPHONE:
(949) 755-6222
LOCATION:
Hill County
Orange
AMPHITHEATRE LENGTH:
26 Feet
AMPHITHEATRE LENGTH:
26 Feet

Related Pages

Campground Map
Community - Scouting Service Projects
Meeting Room and Amphitheater Rental Information
Volunteer Events
Volunteer Opportunities
Park History
Building the Chino Hills Bio-Link
Geography
Wildlife
Plant Communities

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1/15/14 Chino Hills SP Attachment 16

Offering visitor parking, restrooms, a meeting room and outdoor amphitheater with an opening interpretive trail and Exhibit trail

Park Opportunities
Hills for Everyone Trail

Images **Videos** **Maps/Brochures** **Directions** **Events** **Accessibility**

Please be advised some trails are in temporary closure due to construction.

Hills for Everyone Trail is currently closed.

Park Hours:
8:00 AM to 5:00 PM Daily

Campground:
Campground closed due to road construction.

Campground Map
Group Camp and Equestrian Camp Information
Visiting Information
Special Event Permit Application and Supplemental Forms

Telephone
Sister Office
949-755-6222
Discovery Center
714-624-2471

Physical Address
Bene Canyon Entrance (temporarily re-opened)
4721 Sycamore Road
Chino Hills, CA 91709
Discovery Center
4500 Carbon Canyon Road
Brea, CA 92603
Mailing Address
1879 Jackson St.
Riverside, CA 92504

Get Involved!
Chino Hills SP Interpretive Association

Chino Hills, CA
83° F
Fair
View Forecast

Please Remember
Bene Canyon Road - 8:00 AM to 5:00 PM
Campground closed due to road construction.
Amphitheater closed due to road construction.

Park Closure - The park will close for 48 hours following rain of more than one quarter inch. High clay content in the soil causes "greasy" trails and roads. Use during this time makes hiking, bicycling and equestrian activities hazardous and causes severe rutting of trail and road surfaces. The park is also closed during times of extreme fire danger.

Trail - For safety's sake, stay on designated trails and don't hike alone. Be aware of wildlife, especially rattlesnakes.

Group - Groups are not allowed at Chino Hills State Park except at Bene Canyon Road, Mt. San Antonio, the Running M Ranch and in the campgrounds. They can be on beach at all times and are not allowed in the amphitheater or on trails. Pets must not be left alone at any time. Dogs are not allowed at any other location.

Speed Limit - 15 mph for all vehicles and bicycles.

Vehicle - Motor vehicles may not be driven off road or in the back country.

Drinking Water - Available at the Chino Hills State Park Discovery Center, the Running M Ranch area, 4721 Sycamore Road.

65 20

1/15/14

China Hills SP

and the Equestrian Staging area.

Smoking - Smoking is allowed in the campground only when campfires are also permitted.

Campfires - ARE NOT PERMITTED As of May 21, 2012

Trash - Pick it in, pack it out!

Weapons - Weapons of any kind are prohibited.

Collecting - Animals, plants, rocks, dirt and artifacts are protected by law and may not be disturbed or collected.

Healy State Park
California Claya State Historic Park
8400 DuPont Avenue
Riverside, California 92504
951-782-5222

Lake Perris State Recreation Area
11 miles south of Riverside
17801 Lake Perris Circle
Perris, California 92571
951-842-5600

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www.parks.ca.gov/page.do?pid=548

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Comment Letter L22
The Gas Company
December 23, 2013



1919 S. State College Blvd.
Anaheim, CA 92806-6114



December 23, 2013

Orange County Public Works
300 N. Flower St.
Santa Ana, CA 92702

Attn: Kevin Canning

**Subject: Environmental Impact Report for Esperanza Hills Project, Yorba
Linda; EIR No. 616**

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (Commission) at the time contractual arrangements are made.

L22-1

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

L22-2

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

A handwritten signature in black ink, appearing to read "Armando Torrez", written over a horizontal line.

Armando Torrez
Technical Services Supervisor
Orange Coast Region- Anaheim

AT/ps
wilserv.doc

**Response to
Comment Letter L22
The Gas Company
December 23, 2013**

- L22-1 The County acknowledges receipt of a letter from The Gas Company dated December 23, 2013. The letter is not a contractual commitment to provide services to the Proposed Project. The County understands that future service will be in accordance with policies and extension rules on file with the Public Utilities Commission and rules and regulations in effect at the time service is provided.
- L22-2 Future discussions regarding equipment and techniques will be directed to the area Service Center as indicated.

Comment Letter L23

Ehrman, Edward

undated attachment to email dated December 23, 2013

Concerns Regarding the Esperanza Hills Project

Dear Mr. Canning,

Please allow me, a resident of Yorba Linda for over 40 years to express my concerns over this project.

I, unlike many of my neighbors see benefits in the expansion and its impact on the tax base, services and local spending for small business. Having said this, during my years in Yorba Linda my family has been exposed, more than once, to serious fires during dry years. The Freeway fire in 2008 caught many people off guard. We never expected such an incident and I believe the city planners did not as well.

I flew out of John Wayne the morning the fire started on my way to New York and saw the beginning flumes of what was to be an event more personal.

My wife and I raise puppies for Guide Dogs for the Blind and she needed to not only protect herself but our Guide Dog puppy.

We have much of our documents outside the house but the few things needed to protect were loaded into her car. When she reached the intersection of Via De Puente and Via Del Agua things were at a standstill.

Thank God a few people on Via Del Agua were nice enough to occasionally allow people into their line. It was very unorganized, as one would expect.

My first concern is the increase in traffic volume on Via Del Agua.

Adding a traffic signal at Via del Aqua and Yorba Linda Boulevard, in an emergency may not help, but hinder traffic flow for those evacuating as well as for the emergency services people attempting to enter the area.

In 2008 the Brea police attempted to control the issue but were not very well trained and this is not unexpected as who knew an incident of this magnitude would occur in a bedroom community. I believe the developers and the county need to reassess the emergency evacuation options. While the increased housing will reduce the fuel from the unirrigated open land, as we all found out in 2008 the structures add their own fuel in many cases.

A second concern for the 7 houses at the top of Via Del Cerro is water pressure and availability.

My home, due to its location and the existing code, was required to have fire sprinklers. These 7 homes which were added to an existing tract are at the top of the hill and water pressure, as monitored by the water district, barely meets requirement. Pressure down the street is 100 PSI+ while we are at 40 PSI. This is 40 without an engine company down the block potentially attempting to save structures on Via Del Cerro, Via Del Puente or Via Del Aqua. The improvements made recently by the water district ended just short of our tract and did not

L23-1

L23-2

L23-3

**Response to
Comment Letter L23
Ehrman, Edward
December 23, 2013**

- L23-1 The County acknowledges receipt of an undated letter attached to an email from Edward Ehrman dated December 23, 2013. Commenter's narrative regarding the 2008 Freeway Complex Fire is noted.
- L23-2 The proposed traffic signal at Via del Agua and Yorba Linda Boulevard, as described in Section 5.14 (Transportation and Traffic), is intended to mitigate the impacts of the traffic resulting from the Proposed Project at that intersection. The Traffic Impact Analysis (Appendix O in the DEIR) determined that the intersection currently operates at an unacceptable level of service during the AM and PM peak hours. The signal is not intended to regulate traffic during emergency events, as traffic signal synchronization is not utilized under emergency conditions. Rather, traffic control will be performed by law enforcement officers based on an emergency evacuation plan noted on page 5-289 of DEIR Section 5.7 (Hazards and Hazardous Materials). That section also discusses the County Community Evacuation Plan and the Orange County Fire Authority Ready, Set, Go program. Refer to Topical Response 2 – Evacuation Plan (beginning on page 27).
- L23-3 Section 5.15 (Utilities and Service Systems) in the DEIR, discusses the provision of water service to the Proposed Project through a development agreement with Yorba Linda Water District (YLWD). Preliminary Water Reports prepared by KWC Engineers detailed a water distribution system that will utilize two new underground water reservoirs. The distribution pipelines, in coordination with YLWD requirements, will provide the maximum velocity and pressure required by the Orange County Fire Authority for firefighting scenarios. Because the underground water reservoirs will be located at 1,200 and 1,390 feet above mean sea level, it is anticipated that water pressure will be adequately maintained and would improve any existing deficiencies in the water distribution system due to potential water pressure loss. Refer to Topical Response 4 – Water Provision/Capacity (beginning on page 36).

improve the pressure. I believe with an additional 350+ homes that, should we have a repeat of the 2008 Freeway fire the lack of pressure would render my sprinklers useless.

↑ L23-3
cont'd

As I originally stated, I see many benefits to the expansion but I also see much risk for the current homeowners, potentially endangering life and property.

I hope the planning department will cause a review of these impacts prior to moving forward on this project.

↑ L23-4

Thank you, I do appreciate your consideration of this matter.

Sincerely,



Edward Ehrman

4845 Via Del Cerro, Yorba Linda

L23-4 The commenter acknowledges benefits and risk due to the Proposed Project. Comment noted.

Comment Letter L24

Buie, Charles

January 22, 2014

RECEIVED

Esperanza Hills Residential Development Information Meeting
January 16, 2014

JAN 23 2014

COUNTY OF ORANGE

Name: Charles Buie Date: 22 Jan 2014
Address: 4080 View Park Dr
Yorba Linda, CA 92856
Email: DABUIES4YL@SBCGLOBAL.NET
Phone: (714) 559-2544

Kevin Canning
Contract Planner
OC Public Works/OC Planning
300 N. Flower. P.O. Box 4048
Santa Ana, California 92702-4048
Fax: (714) 967-0895
Email: Kevin.Canning@ocpw.ocgov.com

Re: Comment to Esperanza Hills Draft EIR:

My three main concerns about this project are
noise, traffic and emergency evacuation.

The noise in a canyon is amplified by the
surrounding hills and travels much further. The
combined projects of Oak Vale and Esperanza Hills will
subject us all to constant construction noise for
several years, not to mention the nearly 5000
additional automobile trips into the canyon area.

The draft EIR states that San Antonio Road is
designed for 12,500 trips per day. I believe this to be
incorrect. This road is one lane each way through
a residential neighborhood with parked cars at the side
and trash cans there on Mondays. The speed limit is
25 mph. 12,500 cars per day equates to 521 cars per
hour for 24 hours a day which means that 9 cars per
minute or one car every 7 seconds would drive
past each home on San Antonio Road. Does this seem
like a place you would like to live with this sort
traffic?

Lastly the issue of emergency evacuation is not
mitigated and simply cannot be mitigated by any plan
the developer can put forward. You cannot triple
the number of homes using the same escape routes as
were used in the 2006 fire and not endanger us all.
These projects should be rejected or greatly reduced

L24-1

L24-2

L24-3

**Response to
Comment Letter L24
Buie, Charles
January 22, 2014**

- L24-1 The commenter noted concern about construction noise due to the Proposed Project in conjunction with the proposed Cielo Vista project and noise from increased traffic. As noted in Section 5.10 - Noise in the DEIR, construction noise is limited by the County's Noise Ordinance to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday. The City of Yorba Linda also exempts construction noise during those days and hours. It is unlikely that both projects will conduct simultaneous construction activities. In addition, there is a substantially greater distance between existing homes and the Proposed Project than the proposed Cielo Vista project, which is immediately adjacent to existing residences.

In addition, the construction of the Proposed Project will occur in phases, using different equipment for each phase. Therefore, noise levels and impacts will vary. As noted on page 5-470 of the DEIR, point sources of noise emissions are attenuated by a factor of 6 dBA per doubling of distance. While there are noise-sensitive receptors within 1,000 feet of planned construction activity, variations in terrain act as additional noise barriers. The DEIR recognizes that due to the low baseline levels of ambient noise in the Project area, construction noise will be perceptible to adjacent development. Therefore, the Project will be required to adhere to the County and City Noise Ordinance limits for days and hours of construction activity. The construction noise impacts are temporary and will cease upon construction completion.

With regard to traffic noise, levels at 50 feet from centerline will remain below the County's 65 dBA CNEL threshold along Via del Agua, Aspen Way, and Stonehaven Drive. However, the DEIR acknowledges that the projected traffic noise increases for Option 2 at Aspen Way will result in a significant increase in perceptible noise. As indicated in the DEIR, this impact is considered significant; however, mitigation such as sound walls is typically not used in residential neighborhoods and is, therefore, infeasible. As a result, although the noise levels will remain below the County's threshold, the increase in noise caused by the Proposed Project will be significant and unavoidable. Refer to Topical Response 8 – Noise Impacts (beginning on page 47) for clarification regarding noise impacts under each access option.

- L24-2 The commenter notes that San Antonio Road is designed for 12,500 trips per day. The DEIR states on page 5-613 c) that under Option 2 conditions, San Antonio Road is forecast to carry a maximum of 8,838 trips per day. Option 2 considers Project access via an extension of the existing terminus of Aspen Way and presents the highest traffic volume on San Antonio Road. This maximum is substantially less than the design capacity. The final access option to the Proposed Project will be determined during the approval process by the County.
- L24-3 Regarding emergency evacuation, commenter is referred to Topical Response 2.

Comment Letter L25

Bartels, Robert G.

January 20, 2014

1/20/2014 Comments to Esperanza Hills Draft EIR

Page 1

Fire/Hazard/Traffic- The Draft EIR fails and inadequately addresses all of these critical areas. The EIR has obtained generalities and standard agency replies- not facts that are specific to the unique issues that are present in the site to be developed. The developer attempted to amend and address these profound deficiencies at a follow-up meeting conducted by the developer on January 16, 2014. Once again, the developer failed to adequately propose mitigation that would alleviate or eliminate these issues. Make no mistake, THESE ISSUES PRESENT LIFE-THREATENING AND QUALITY OF LIFE DESTROYING CONSEQUENCES TO THE EXISTING NEIGHBORING COMMUNITY. IF THESE ISSUES ARE IGNORED, THEY WILL RESULT IN POSSIBLE CIVIL AND CRIMINAL PROSECUTION FOR THE DEVELOPER AND COUNTY. COUNTY APPROVAL OF THIS DEVELOPMENT WOULD BE A VIOLATION OF PUBLIC TRUST.

L25-1

At a recent meeting, this developer laid out their plan of how an additional 1,000 ADDITIONAL vehicles would evacuate over the same evacuation route used in the 2008 Freeway Complex Fire by existing residents. In a recent letter that I received from OC Supervisor Todd Spitzer, Spitzer himself accurately characterized this evacuation as "virtually impossible." In the meeting, the developer's plan for evacuation is that the Orange County Sheriff's Department will "take control" of at least 10 key intersections, directing traffic away from their proposed development and not allowing traffic in. I pointed out during the public question period that this plan- the developer's ONLY plan- fails for a simple reason: THERE ARE ONLY 5-6 SHERIFF'S DEPUTIES ON DUTY AT ANY GIVEN TIME. Yorba Linda is 20 square miles- there are DOZENS OF KEY INTERSECTIONS that would have to be controlled. The developer's only plan for evacuation FAILS. Supervisor Spitzer is now on the record in his assessment of the 2008 evacuation. Adding an additional 1,000+ vehicles from this development plus another 200+ vehicles from the Cielo Vista development is not only irresponsible, it is criminal with the foreknowledge the County obviously has.

L25-2

L25-3

The EIR fails in the CRITICAL area of evacuation. At the meeting, the developer's traffic "expert" was asked about evacuation scenarios. What mathematical or computer modeling was done? What about evacuation traffic flow and queuing with an estimated number of vehicles from existing and new neighborhoods? How are panicked people fleeing a firestorm going to get out? What if there is an accident blocking the evac route and lines of cars are overtaken by fire? The "expert" admitted that NONE OF THIS ANALYSIS WAS DONE. THE FREEWAY COMPLEX FIRE OF 2008 WAS IGNORED AND NOT CONSIDERED IN THE ANALYSIS. IS THIS SIMPLY A MISTAKE- OR DOES THE DEVELOPER KNOW THAT THE RESULTS WOULD CAUSE A DENIAL OF THIS PROJECT? I believe it is the latter. In my opinion, it is a clear case of putting profits ahead of human life. Period. There was an audible groan from the residents in the audience when this fact was revealed.

L25-4

The bottom line is this: this development (along with Cielo Vista) cannot be safely built using the existing ingress/egress/evacuation routes for additional traffic flow. Period. The developer needs to build independent routes going North or East away from existing neighborhoods. Adding massive additional numbers of vehicles to a "virtually impossible" evacuation route rises to the level of willful criminal behavior and I hope that the Government fulfills its' duty to protect human life and denies approval of this development.

L25-5



Robert G. Bartels
4730 Blue Mountain Drive
Yorba Linda, Ca 92887

**Response to
Comment Letter L25
Bartels, Robert G.
January 20, 2014**

- L25-1 The County acknowledges receipt of a letter from Robert Bartels dated January 28, 2014 with an attached letter from Supervisor Todd Spitzer. An email from Mr. Bartels dated February 1, 2014, included the same comments. Therefore, responses to both the letter and the email are included herein. The commenter identified areas of concern as fire, hazards, and traffic, and states that the DEIR failed to adequately propose mitigation that would alleviate or eliminate the issues. Contrary to the commenter's statements, the DEIR analyzed impacts related to fire, hazards, and traffic based on technical studies that were prepared for the Proposed Project. Section 5.7 (Hazards and Hazardous Materials), discusses the results of a Fire Emergency Evacuation and Protection Plan, which is included in the DEIR as Appendix J. Section 5-14 (Transportation and Traffic), discusses the results of a Traffic Impact Analysis, which is included as Appendix O to the DEIR. Please also see Topical Response 1 - Fire Hazard, Topical Response 2 - Evacuation Plan, and Topical Response 3 - Traffic Ingress/Egress. As documented in the DEIR, several potential impacts were identified, including those related to fire, hazards, and traffic. In each case, mitigation measures were prescribed in both DEIR sections noted above to address identified impacts, which resulted in reducing the potentially significant impacts to a less than significant level.
- L25-2 The commenter notes that "the developer's plan for evacuation is that the Orange County Sheriff's Department will 'take control' of at least 10 key intersections, directing traffic away from their proposed development and not allowing traffic in." As noted in the January 16, 2014 public information meeting, the Orange County Sheriff's Department was the author of the fire evacuation plan, not the Esperanza Hills Project Applicant. The commenter is again referred to Topical Response 1 and Topical Response 2. The commenter is also directed to Section 5.7 - Hazards and Hazardous Materials, for a description of the proposed evacuation plans currently in place (page 5-289) and who is responsible for decisions regarding evacuation and firefighting. The Orange County Sheriff's Department evacuation plan proposes to move traffic off Yorba Linda Boulevard and through local neighborhoods.
- L25-3 While it may be accurate, as the commenter stated, that only five to six Sheriff's deputies are on duty at any given time, as noted on page 5-289, the Incident Command System has been established that includes OCFA, CAL FIRE, and the Office of Emergency Services, who will call for and bring additional law enforcement personnel to the area to assist with evacuation. Please refer to Topical Response 1, which provides the results of an evacuation model for the Proposed Project and the surrounding residences. If a fire emergency occurs, deputies from throughout the area will be directed to the identified locations to assist with traffic control. No such evacuation plans existed at the time of the 2008 Freeway Complex Fire.

Page 2

The other important issue that is currently relevant is the drought emergency declared by the Governor of California. Yorba Linda residents will be asked to conserve and ration and a fine/penalty system may be instituted for overuse. YOU CANNOT SIMULTANEOUSLY ALLOW A DEVELOPER UNLIMITED ACCESS (at commercial rates) TO DIMINISHING WATER SUPPLIES AND CREATE A MASSIVE NEW DEMAND FOR WATER SUPPLIES WHILE AT THE SAME TIME LIMIT EXISTING CITIZENS. To do so would be massively hypocritical, violate public trust, create public subsidies of a private developer and misuse public funds and resources. It brings up a wide variety of uncomfortable issues and allegations like developer favoritism, cronyism and putting the obtaining of questionable revenue ahead of the best public interest.

L25-6

SUSTAINABILITY- The issue Government loves to ignore but one that in the near future may cause the quality of life in this County to drop to Los Angeles County standards. We are past the point of no return. These additional developments are the straw that breaks the Camel's back. Water supplies are diminishing- not increasing. Gambling with the future sustainability of Yorba Linda and Orange County is not something Government officials should be doing.

L25-7

This EIR fails to mitigate these show stopping issues. Lesser issues are irrelevant if human life cannot be protected. Period.

L25-8



*Robert G. Bartels
4730 Blue Mountain Drive
Yorba Linda, Ca 92887*

- L25-4 Please see response to Comment L25-3 above regarding evacuation modeling. The Fire Emergency Evacuation and Protection Plan (Appendix J in the DEIR) and the Project site plan as proposed, include features that were not in place during the 2008 Freeway Complex Fire. These include dedicated emergency vehicle access roads, firefighting staging areas, and two gravity-fed underground water reservoirs providing Fire Department required flows to hydrants located throughout the development area. The addition of traffic control measures, also not in place during the 2008 fire, will increase the rate of vehicle movement to safe areas. Residents will be educated about the evacuation plans. Cooperation will be required to ensure that all measures proposed will work in tandem to reduce risks and safely evacuate residents from not only Esperanza Hills, but the adjacent neighborhoods. All proposed measures, which far exceed what was available in 2008, are expected to not only reduce potential fire hazards and improve fire protection in the Project area, but would also reduce potential impacts associated with the Proposed Project to a less than significant level. Refer to Topical Response 2 – Evacuation Plan (beginning on page 27).
- L25-5 Please refer to response to Comment L25-3 above regarding evacuation. No additional environmental issue is identified.
- L25-6 Section 5.15 - Utilities and Service Systems, describes the provision of water to the Proposed Project through the Yorba Linda Water District (YLWD). As noted on page 5-631, the Yorba Linda Urban Water Management Plan has stated that water is available to serve YLWD up to year 2035. YLWD has the responsibility to manage water supplies.
- L25-7 The environmental issues referred to have been analyzed in detail in the EIR in the sections noted herein. The commenter's environmental impact issues have been addressed in the DEIR in the Sections noted herein.
- L25-8 The DEIR includes a comprehensive and thorough analysis of potential project-related impacts based on the findings and recommendations presented in more than 15 specialized technical studies. Some potential impacts have been avoided through the incorporation of project design features (PDFs). Where potential impacts have been identified, each is addressed through the imposition of mitigation measures, with the exception of noise, greenhouse gas emissions, and, possibly, traffic in the event the City of Yorba Linda does not require the installation of a traffic signal at the Yorba Linda Boulevard/Via Del Agua intersection. As such, approval of the Proposed Project will necessitate the adoption of a Statement of Overriding Considerations.



TODD SPITZER

SUPERVISOR, THIRD DISTRICT

ORANGE COUNTY BOARD OF SUPERVISORS
ORANGE COUNTY HALL OF ADMINISTRATION
333 W. SANTA ANA BLVD., SANTA ANA, CALIFORNIA 92701
PHONE (714) 834-3330 FAX (714) 834-2786
Todd.Spitzer@ocgov.com

January 10, 2014

Robert Bartels
4730 Blue Mountain Dr.
Yorba Linda, CA 92887

RE: Proposed Cielo Vista Development

Dear Robert Bartels:

As the County Supervisor who represents the City of Yorba Linda and oversees land use planning in the adjacent unincorporated area, I directed that a public meeting be held to solicit comments on the Draft Environmental Impact Report (EIR) for the Cielo Vista Project.

This meeting was supposed to give Yorba Linda residents the opportunity to ask questions and voice their concerns as part of the official public record for the Cielo Vista project. It is vitally important to me that the public's voice be heard in this process and my direction to County staff has been to be as open and transparent as humanly possible. However, County staff failed in this, and the developer did no better. Repeatedly, in writing and verbally, I had made it clear that the developer was responsible for making a presentation to the community about their project.

I have deep concerns about the Cielo Vista developer's trustworthiness after they had promised to me that they would make the presentation to the public at the meeting. The developer sidelined the person who had made the agreement with me and failed to notify my office that there was a new point of contact.

I was shocked when I learned – after the fact – that Cielo Vista's developer had unequivocally refused to make the presentation and then hoodwinked OC Planning staff into making the presentation, especially after the meeting invitation and agenda had been sent out on the developer's letterhead. I was infuriated that the staff at OC Planning had failed to disclose this to my office and have directed that staff changes be made for this project going forward.

The public meeting left the absolutely wrong impression with the people in attendance and for that, I am truly incensed at the subterfuge of Cielo Vista's developer and the OC Planning staff.

The County has the duty to provide total objectivity to this process and my intent was to provide a forum for public discussion on the public record. This was supposed to allow the Orange County Planning Commission and, ultimately, the Orange County Board of Supervisors to objectively weigh the merits of Cielo Vista's application amid the concerns and issues raised by

Proposed Cielo Vista Development
January 10, 2014
Page 2 of 2

members of the community, the Orange County Fire Authority, the Orange County Sheriff's Department, the Yorba Linda Water District, and other public agencies.

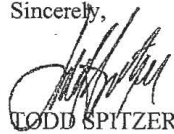
Public input is critically important. When the Cielo Vista Draft EIR was initially released on November 7, the public comment period was set to end on December 23. To enhance the opportunity for the public to weigh in, I had the comment period extended to January 7, which was the maximum length of time normally accorded under the California Environmental Quality Act (CEQA). Due to extraordinary circumstances with this development, CEQA allowed the comment period to be extended to January 22 in response to a request from the Orange County Fire Authority to allow additional time to coordinate with the Orange County Sheriff's Department in the area of emergency response and evacuation.

There are serious concerns with fire, water, and traffic. Public safety is paramount. During the 2008 Freeway Complex Fire, heavy traffic made it virtually impossible for residents to evacuate. The proposed Cielo Vista development must not endanger public safety and there needs to be adequate routes that allow the entire community to quickly and efficiently evacuate during a wildfire. There must be adequate water supplies to serve the new homes and to provide firefighters with what they need to fight wildfires.

As the elected Supervisor who will have to assert independent judgment on the project, the county's attorneys advised that it would be inappropriate for me to participate in a forum that would involve the developer's advocacy for this project. Similar to how a jury is picked when a case is ready for trial, I must remain neutral in order to objectively evaluate all of the information that comes before me both from the developer and from the community through their comments on the public record and from the Draft EIR.

I want to continue to encourage a robust public dialogue on this project, as that is the only way I will have all the information I need to be fully informed on this project. I urge Yorba Linda residents to weigh in on the record by submitting written comments to Orange County's assigned staff planner Mr. Tippets at ron.tippets@ocpw.ocgov.com by January 22, 2014.

Sincerely,



TODD SPITZER
Orange County Supervisor, Third District

Comment Letter L26

Tewksbury, Mary

January 27, 2014

Esperanza Hills Residential Development Information Meeting
January 16, 2014

RECEIVED

FEB 3 2014

COUNTY OF ORANGE

Name: Mary Tewksbury
Address: 4750 Stirlingbridge Circle
Yorba Linda, CA
Email: mtewks@sscglobal.net
Phone: 714 970-9332

Date: 1/27/14

Kevin Canning
Contract Planner
OC Public Works/OC Planning
300 N. Flower, P.O. Box 4048
Santa Ana, California 92702-4048
Fax: (714) 967-0895
Email: Kevin.Canning@ocpw.ocgov.com

Re: Comment to Esperanza Hills Draft EIR:

I have written previously expressing my concerns with the Esperanza Hills Development Plans. I am hoping this time my voice is heard. I will first speak about the less addressed but important issue of aesthetics and quality of life. I am a 22 yr. resident of Y.L. I moved to "The Land of Gracious Living" because of the bigger house lots and the hills and open land areas. I chose my particular house because I can look out my living rm & dining room window and see the undeveloped hillside. This is the same beautiful hillside Esperanza Hills developers would like to level. I enjoy seeing the wildlife and hearing the coyotes at night. This is their habitat! We have left them with so little land as it is. Please let's keep their home and the beauty of that area.

I too AS MANY residents have a major concern about safety during emergency situations. I have a concern for my children's safety and future. We experienced the 2008 fire. It came so quickly. As I put my children in the car the hillside I keep referring to was a blaze. The visibility going down Stonehaven/Via Del Agua was not good. My husband followed 5 mins. later. He stayed →

L26-1

L26-2

**Response to
Comment Letter L26
Tewksbury, Mary
January 27, 2014**

- L26-1 The County acknowledges receipt of a letter from Mary Tewksbury dated January 27, 2014. The commenter notes the aesthetics impacts due to development on currently undisturbed hillsides. Please refer to Section 5.1 of the DEIR for visual simulations of the Proposed Project beginning on page 5-27. As indicated in the analysis of aesthetics, although the introduction of residential development will change the character of the area, it will not, however, result in significant visual impacts to important aesthetics and/or visual resources. Also note (page 5-57) that the Proposed Project will be developed according to Design Guidelines regulating the design, colors, and landscaping screening that will be incorporated into the Proposed Project. In addition, the Proposed Project will provide 13 acres of landscaped parks, 126 to 135 acres for landscaped and irrigated slopes, and 129 acres of open space that will provide habitat for wildlife in the portion of the site that is contiguous to Chino Hills State Park.
- L26-2 The commenter is referred to Topical Response 1 – Fire Hazard and Topical Response 2 – Evacuation Plan.

to try and put the fires out in our trees and back yard because there were no fire personnel to aid us. ~~There could have been~~ When we reached Yorba Linda Blvd. there was no where to go. I don't believe even if there were more firemen on duty they would have been at our house helping us. Add more houses, people, and cars will add to the problem. The developers feel they have it all figured out. They did not experience it first hand. They have nothing to lose and everything to gain. They will leave our town and go back to their homes and not give a thought to my children's safety and future.

L26-2
cont'd

I also feel they have underestimated the traffic increase. I feel Yorba Linda traffic is too heavy as it is. The school traffic in the morning and afternoon is beyond what the school and surrounding streets was meant to handle. Which brings me to the point: Where will these children from the 500+ homes go to school? Will Esperanza Hills build a school? There are 36+ kids in the classrooms as it is now.

L26-3

L26-4

I feel the traffic study is inaccurate as far as estimated trips households take per day. I know most and neighbor with kids take more than they calculated. I do not want more traffic in my neighborhood. Sure, houses can be built almost anywhere, but should they be? Is this a case of greed over aesthetics and safety? Please consider my family's plea to help stop this development.

L26-5

Thank you for your time and consideration,

May Tully

- L26-3 The traffic analysis was based on a Traffic Impact Analysis using computer modeling to estimate traffic volumes. The traffic analysis accounted for the existing traffic volumes on the affected roadways, including that generated by area schools as well as other vehicular trips, and assessed existing and future traffic conditions resulting not only from the Proposed Project but also based on future growth and development anticipated to occur within the area. Section 5.14 details the results of the traffic modeling and provides mitigation to reduce potential impacts. The commenter is also referred to Topical Response 3, which provides further clarification of the anticipated impacts due to typical daily project traffic.
- L26-4 Section 5.12 of the DEIR details the existing and proposed conditions for the Placentia-Yorba Linda School District (PYLSD). As noted on page 5-505, PYLSD is currently experiencing a trend towards declining enrollment overall. It is anticipated that the Proposed Project will add approximately 177 children to the schools, which will not result in a significant impact. Notwithstanding the fact that no significant impact will occur, the developer will be required to pay fees in accordance with Senate Bill 50 to provide for additional needs of PYLSD overall.
- L26-5 Typical trip generation factors were used to assess trips per day per residence. These generation factors were obtained from the *Trip Generation, 8th Edition* publication prepared by the Institute of Transportation Engineers (page 5-557 of the DEIR). This publication is the standard used by traffic engineers and consultants to determine trips for various land uses. Please refer to Section 5.14 in the DEIR and Topical Response 3.

Comment Letter L27
Macheel, Gary and Jacquelynn
February 1, 2014

February 1, 2014

Orange County Planning services
Attention: Kevin Canning

Subject: Response to Esperanza Hills Draft EIR

We have reviewed the document as best we are able, considering the size and the amount of information.

We would like to start by saying that we are not anti-development. The homes we live in, were obviously once open land. It is difficult to say that once we have ours, it is time to stop development.

That said, there are things about Esperanza Hills and proposed other developments in the adjacent area that do raise a large degree of concern in our minds.

There are two main areas of the EIR that are of special concern. They are:

Section 5.7 Hazards and Hazardous Materials

Section 5.14 Transportation and Traffic.

5.7 HAZARDS AND HAZARDOUS MATERIALS

5.7.9 Community Evacuation Planning

The key premise of this section seems to be that the majority of residents will dutifully follow an evacuation plan. Further, this plan will be initiated early enough to support a structured and orderly evacuation. As was noted in the general comments in this document, this did not go well with the Freeway fire. Residents will naturally want to stay at their homes, assessing what might be done to protect them. We find it improbable that residents will now leave their homes early, before they have some ability to assess the risk to their property and to themselves. In the event that the fire does become more threatening and it does seem prudent to leave, there will very likely be the same situation, but with significantly more persons attempting to leave (do to the added number now included in the area of concern). This evacuation will again be attempted using a very limited number of egress options. Having seen that process happen first-hand, we feel that this issue is not as easily passed over as is implied in this study. Additionally, If we read the document correctly, these plans are still "in-process", so it is difficult to really evaluate the potential for being effective.

L27-1

L27-2

**Response to
Comment Letter L27
Macheel, Gary and Jacquelynn
February 1, 2014**

- L27-1 The County acknowledges receipt of a letter from Gary and Jacquelynn Macheel dated February 1, 2014 and notes their concerns in the areas of Hazards/Hazardous Materials and Transportation/Traffic.
- L27-2 As noted on pages 5-288 and 5-289 of the DEIR, law enforcement agencies do not have the authority to force residents to evacuate, but they may restrict residences from entering evacuation areas. However, because of the 2008 Freeway Complex Fire, authorities have been working to develop evacuation plans that will ensure ingress for firefighting equipment and egress for residents. In addition to emergency fire access roads, firefighting staging areas and underground reservoirs designed with OCFA standard water pressure in fire hydrants, the Proposed Project's Homeowners' Association will provide educational information to residents, hold evacuation planning meetings, and create a resident notification system. Please refer to Topical Response 1 and Section 5.7 of the DEIR for details. Also refer to Topical Response 2 – Evacuation Plan (beginning on page 27).

5.7.5 Project Impacts Prior To Mitigation

Section g.

This discussion suggests that Emergency Ingress/Egress Plans for Evacuation have been incorporated into the circulation design of the project. Have any real-world simulations been done showing that these plans have some credibility? That would, of course, include a **realistic** assessment of the time residents would **actually** have when they try to evacuate.

L27-3

Throughout this section, the Home Owners Association bears a significant responsibility to ensure that all the planned mitigations are done properly and kept maintained. Having had some experience with HOAs, they do not always function in the orderly and strictly proper manner that will be needed. Is there a requirement that the HOA report to some Agency on the status of their mitigation efforts/programs?

L27-4

i. Project Emergency plan

Again, it is noted that allowance for adequate time will be key in formulating an effective evacuation plan, so that roads do not become congested. Looking ahead to the later section on traffic, we find that the plans for egress are still quite indefinite, and those proposed options do not really address the traffic flow leaving the streets such as Via Del Agua onto Yorba Linda Blvd.

L27-5

Further, it is noted that if alternative measures, other than evacuation are required, the **Proposed Projects residents would receive an alert and the community's pre-planned and practiced emergency response would be initiated**. We find that level of community involvement prior to an emergency, difficult to imagine. Is it realistic to assume that this Community will hold **practice evacuation drills**? What system would be in place outside the community that would monitor this "readiness"?

L27-6

A key intersection that will be crucial in any evacuation is that of Via Del Agua and Yorba Linda Blvd. We personally witnessed the incredible congestion there during the Freeway fire, since we live very near that intersection. As noted in the Traffic Section, the actual eventual outcome for that area is not determinate because of the uncertainty of the implementation of a traffic signal and other mitigations. However, even assuming that something will be done to improve access to Yorba Linda Blvd, it is difficult to see how this much larger traffic load will transfer smoothly to Yorba Linda Blvd. Even without this large additional traffic load, it was virtually impossible to get onto Yorba Linda Blvd. during the Freeway fire due to the congestion on Yorba Linda Blvd.

L27-7

5.14 Transportation and Traffic

As noted in 5.14.1.5 **Existing Level of Service Results**, the intersection 10, Yorba Linda at Via Del Agua receives an F rating in the AM.

L27-8

As noted in 5.14.3.4.d. **Peak Hour Intersection Capacity Analysis section 1) Existing Plus Option 1**, Project Traffic Conditions, at both the AM and PM hours will degrade to LOS F status.

- L27-3 Please refer to Topical Response 2 for information regarding evacuation modeling. Dudek Engineers also utilized videos and information from previous fires to assess the methods used and their applicability to the Proposed Project's site-specific conditions.
- L27-4 The Homeowners' Association will work with OCFA to ensure maintenance of fuel modification zones, including an annual inspection by OCFA. See page 5-315, Subsection 5.7.5.1.g. of the DEIR.
- L27-5 Please refer to Topical Response 2.
- L27-6 Please see response to Comment L27-2 above.
- L27-7 Please see Topical Response 2.
- L27-8 The commenters are correct regarding level of service for the intersection of Yorba Linda Boulevard and Via del Agua under "Existing" and "Existing plus Project" conditions. The LOS is currently F. However, in the event that a traffic control signal is installed by the City as provided in Mitigation Measure T-1, the LOS will be B during the AM peak hour and A during the PM peak hour.

In section **5.14.4.4.e Area-Wide improvements**, a proposed mitigation would be the installation of a three-phase traffic signal at Yorba Linda Blvd and Via Del Agua. This study totally ignores a situation that will severely impact traffic flow from the homes (including ours) that are on Via Del Cerro. There is also one home on Via Del Puente affected as well. These homes normally access Yorba Linda Blvd by going West on Via Del Puente to Via Del Agua, then making a left turn onto Via Del Agua proceeding to Yorba Linda Blvd. The proposed traffic solution will create either a solid line of cars waiting for the light to change to access Yorba Linda Blvd, or solid traffic flow when the light is green. In addition, this will be aggravated by traffic entering Via Del Agua heading North from Yorba Linda Blvd. While the traffic study personnel may not consider the fact that about thirty impacted homes are significant, we residents do. Unfortunately this situation is likely to negatively impact our home prices significantly, as well. In an emergency it would virtually ensure that there would be no exiting the tract via Via Del Agua.

L27-9

Looking at **5.14.4.5 Option 2 Project Analysis**, once again Via Del Agua is a level F in the AM and E in the PM. Once again, the traffic signal is indicated as the mitigation. The concerns with that solution are, of course, the same as with Option 1.

L27-10

5.14.4 Mitigation Measures

As noted, the Mitigations are “recommended” measures. There is no assurance they will be implemented.

L27-11

Other Traffic Concerns

One issue that we were not able to find addressed, is the school-related traffic. Presently, when children are being taken to and from Travis Ranch School, there is a significant amount of congestion. This often involves parents going out of their way to make U turns and various other maneuvers to attempt to negotiate this busy area. The change in traffic flow due to the “surges” in traffic from the high-load traffic signals, will likely severely worsen this problem. Also the simple addition of a large number of parents/students will have a major impact as well. This is a problem that is presently being “struggled with” every day. We have not seen any mitigation plans to address this problem and prevent it from getting significantly worse.

L27-12

SUMMARY

In summary, the build-out and eventual sale of this proposed tract of homes will have a significant and negative effect on many homes. The largest impact is likely to be to those homes that front, or require access to Via Del Agua. This impact causes two areas of concern. First, there is a clear increase in the chance of homes lost or damaged by fire in the event of another situation such as the Freeway Fire. This is due to the traffic congestion on Via Del Agua making fire-fighters access to homes along that route difficult or impossible. In addition, the safety of the residents themselves may be jeopardized by the inability to readily exit their neighborhoods.

L27-13

- L27-9 The commenters' description of the internal circulation patterns for homes on Via Del Cerro is noted. Under non-emergency conditions, any queuing on Via del Agua as a result of the proposed traffic signal at Yorba Linda Boulevard/Via del Agua should not affect access to Via del Puente, but the installation of a "KEEP CLEAR" pavement message on Via del Agua can be included with the installation of the traffic signal. The Traffic Impact Analysis conclusions and recommendations for improvements included consideration of traffic from existing residences as well as Proposed Project traffic under emergency conditions. Please refer to Topical Response 2 for additional clarification.
- L27-10 Comment noted. Please refer to response to Comment L27-8 above.
- L27-11 Contrary to the commenters' statement that there is no assurance mitigation measures will be implemented, all mitigation must be complied with or committed to as part of the project approval process. However, as noted in several places in Section 5.14 (Transportation and Traffic), the County cannot compel the City of Yorba Linda to implement the proposed traffic signal at Yorba Linda Boulevard and Via del Agua, and the impact would be considered significant and unavoidable if the City is unwilling to approve the signal.
- L27-12 The Traffic Impact Analysis considered existing conditions as well as "With-Project" conditions at 15 key study intersections in the AM and PM peak hours, which would have captured school-related traffic for Travis Ranch School during the AM peak hours. There would be no impact during the PM hours when school traffic has ended for the day. The proposed mitigation was based on the current and "With Project" conditions. However, internal circulation and maneuvers by drivers cannot be mitigated or controlled.
- L27-13 Please refer to Topical Response 2 related to fire evacuation. Also, as noted in Section 5.7 - Hazards and Hazardous Materials, the Proposed Project will provide several features designed to affect fire behavior (spread rates and intensity) to allow firefighters and residents more time. In addition, the Proposed Project has been designed with dedicated firefighting equipment access points, which were not in place during past fires.
- With respect to the Proposed Project having a "very detrimental effect on everyday living," the DEIR has considered all environmental areas and provided analysis and mitigation, where necessary, to reduce impacts on existing and future residents.

Secondly, this development will have a very detrimental effect on everyday living to a large number of existing residents. We believe representatives of the County should be sensitive to these effects on their constituents, and would appreciate their honest evaluation of the impact this, and other proposed projects will have on this community.

L27-13
cont'd

Thank you,

Gary and Jacquelyn Macheel
5040 Via Del Cerro
Yorba Linda, CA.

PS:

We would like to offer a suggestion to the preparers of this report and reports to follow. The practice of omitting the full paragraph description number with each referenced paragraph (number or letter), makes referencing sections very difficult. For example, on page 5-553, we have sections d. e. and f. If we as the reader want to reference something in one of those sections, we must go back page by page until we finally trace down the rest of the reference. In this case we have to go back to page 543 to see that it relates to section 5.14, then we must note that it is 5.14.1. Further research leads us to page 548 where we find it is 5.14.1.4, which now allows us to note that there are no new paragraphs in between. We then conclude that those of interest must be section 5.14.1.4 d e or f. It is true that there are page numbers associated with these paragraphs. It seems to us, that these numbers would tend to change often with revisions. That would make it difficult to use them as long-term references.

L27-14

L27-14 Comment noted regarding document formatting. No environmental issue has been raised..

Comment Letter L28
Paul, Danny and Kim
February 1, 2014

February 1, 2014

Mr. Kevin Canning
OC Public Works/ OC Planning
300 N. Flower St.
Santa Ana, California 92702-4048

RECEIVED
FEB 3 2014
COUNTY OF ORANGE

RE: ESPERANZA HILLS

Letter is 4 Pages including map & Notebook containing pictures, reports, articles, misc.

The primary area of concern regarding any and all residential developments in any of the proposed developments (Cielo Vista, Esperanza Hills, Bridal Hills, and Yorba Linda LLC) is first and foremost – **PUBLIC SAFETY** and the very real risk of **LOSS OF LIFE** any additional homes would bring to the existing residents of Yorba Linda, as well as futures residents.

L28-1

We feel it's important NOT to look at these developments as a standalone project, when they ALL will rely on the same streets and roads for evacuation. These proposed developments, cumulatively, would add over 500 new homes that will burden the same residential streets that proved over capacity in the 2008 Freeway Complex Fire for evacuations that were both chaotic and sporadic, since there was never an alert to evacuate "at once" put in place and that there were no pre-existing evacuation plans made by the city.

There are no new proposed streets for entering or exiting these projects, and the major arterial streets throughout the city are the same as in November of 2008 during the evacuations. **All of these proposed developments SIT BEHIND TWO SMALL RESIDENTIAL STREETS, at the very top of the hill, and require all future residents to enter and exit off of these two streets, in addition to the existing residents using them as well.**

L28-2

The DEIR is required to specifically address how the existing, limited street system, will or will not function in another wildfire event. If the system will not function, and I see no reason to believe it would, either new streets need to be added or new homes should not be built.

In 2008, on a Saturday, the fires moved at an alarming rate, 100 feet per minute, and embers carried over a mile and a half during the firestorm, with random house's turning into infernos all at once throughout multiple neighborhoods. Thousands needed to evacuate immediately, many leaving with just the clothes they had on.

L28-3

Schools, such as Bryant Ranch, Travis Elementary/Jr High, St. Francis Elementary, Kindercare, as well as a senior apartment complex, were affected by the fire in a very small window of time on that Saturday, November 15, 2008, as reported in the After Report by the city. At 10:57 reports of fire at Bryant Ranch Elementary (pg 46), and by 1:17 homes had already burned on streets off Stonehaven and emergency crews, upon arriving, called for help indicating homes burning and "large chunks dropping on houses" and people trapped (pg 49) At 1:33 Emergency response indicated fire at St Francis School. (Please refer to the map following this letter).

**Response to
Comment Letter L28
Paul, Danny and Kim
February 1, 2014**

- L28-1 The County acknowledges receipt of a letter from Danny and Paul Kim along with a map and notebook containing articles and pictures related to the 2008 Freeway Complex Fire. The proposed Cielo Vista project, as well as several other approved and pending projects in the area, were considered in the DEIR for cumulative impact analysis. The Proposed Project has included an evacuation plan in the event of another wildfire in the area. Please refer to Topical Response 2 for a discussion of the evacuation plan, which addresses community planning, emergency access, and a fire evacuation analysis.
- L28-2 With regard to ingress and egress, four options were presented in the DEIR. The preferred option will be determined during the approval process. As indicated in Section 5.14 - Transportation and Traffic, 15 intersections were analyzed for daily traffic impacts. The existing condition (including adjacent neighborhoods) was used to assess the expected daily traffic volumes with Proposed Project construction. Mitigation has been included to reduce the impacts identified. Please refer to Topical Response 2 for evacuation modeling information.
- L28-3 Comment noted regarding details about the 2008 Freeway Complex Fire, including references to pages in the notebook provided by the Commenters.

Assuming the exact same conditions repeated itself on a WEEKDAY, instead of a SATURDAY, I would like the following questions to be addressed and answered, since this issue was NOT ADDRESSED in the EIR:

- What would the evacuation procedure be for Bryant Ranch elementary (691 students), Travis Ranch Elementary/Jr High (1371 Students), St Francis of Assisi Catholic School (475 students), Kindercare (65 very small children all requiring car seats), and Vintage at Stonehaven (a senior low income apartment complex, 350 residents, most who do not drive, and may need extra physical assistance)
- How exactly would these 2,693 children be evacuated?
- Where will they go and who will take them home?
- Many of the small children need car seat type equipment, will such equipment be available? Will buses be available to service these many children at one time?
- How will communication to the parents of these children be handled?
- If the evacuation plan calls for only outgoing traffic, because Yorba Linda arterial streets cannot support any incoming traffic except for emergency vehicles, how would the city handle the thousands of parents desperately trying to get back INTO the evacuated neighborhoods to find, or get information about their child? And that's assuming just ONE parent is trying to get to their child.
- How would you avoid the incoming cars trying to get to the schools, when that was not an issue on Saturday, November 15, 2008?
- How would you avoid the probable chaos with people trying to exit the city as well as desperate parents trying to get INTO the city with emotions running even higher?
- How will the evacuation plan be implemented if the orders come immediately before school starts or immediately after, with hundreds of school age children walking to or from school?
- How long will it take to conduct the evacuations? What are the chances of delays occurring affecting any time estimates? What are the time scenarios for when a fire will reach housing? How much warning time will there be of an approaching fire? When will there be insufficient time to evacuate? Who will make the decision and will they have plans in place to know when it is too late to evacuate?
- If children are removed and taken to a different location, who would determine who the child could be released to? And if that person is allowed to take custody of that child?
- Who would help the seniors living in the low cost apartment complex evacuate?
- If there are wildfires burning in other areas in the County or elsewhere in California, will there be Firefighting and Sheriff Personnel available to assist in evacuations?

L28-4

L28-5

L28-6

L28-7

L28-8

L28-9

- L28-4 Questions pertaining to school evacuation plans should be directed to the Placentia-Yorba Linda School District Superintendent. The County has no jurisdiction regarding the specific issues raised by the commenters regarding evacuation of schools.
- L28-5 Please refer to response to Comment L28-4 above.
- L28-6 Please refer to response to Comment L28-4 above. Vehicles and people on the road and sidewalks will be directed to egress points based on the evacuation plan recommended by the Orange County Sheriff's Department. The plan has been included as Exhibit 5-66 in the DEIR.
- L28-7 Regarding how long evacuation will take, please refer to Topical Response 2, which outlines the assumptions that are the basis for the evacuation estimate. Evacuation triggers and evacuation notice by OCFA and OCSD are included in Topical Response 2. Briefly, the triggers are: 1) red flag warnings (wildfire west of SR-71 and/or south of Carbon Canyon Road), and 2) non-red flag warnings (wildfire within a 2.5-mile sphere of the community). The remaining questions in Comment L28-7 do not raise an environmental issue pertinent to the DEIR analysis and should be addressed to the City and the School District.
- L28-8 As with the School District, the operators/management of the apartment complex have jurisdiction over evacuation plans. The commenters do not raise an environmental issue.
- L28-9 Regarding how firefighting personnel and equipment are dispatched during multiple fire events, OCSD and OCFA have protocols in place to dispatch personnel from outlying areas to assist in multiple event emergencies.

- The construction to all the proposed developments will take years to complete. What impact would the construction trucks have on the two residential street that are the ingress and egress for the development, both for daily traffic and during an evacuation?

L28-10

FIRES OR EARTHQUAKES - OR FIRES FROM EARTHQUAKES and how it relates to Gas Lines that are adjacent to the proposed development with only two ingress and egress points:

L28-11

- If there is a mandatory evacuation in the neighborhood of the proposed development from a wildfire, or fire resulting from an earthquake, what would the evacuation route be if one, of the only two ingress or egress openings, are blocked and unable to be accessed, either by fire, quake damage, or possible gas explosion?

The State of California is now under a drought emergency plan declared by the Governor. Because of mandatory requirements to reduce water use, I am asking the following:

L28-12

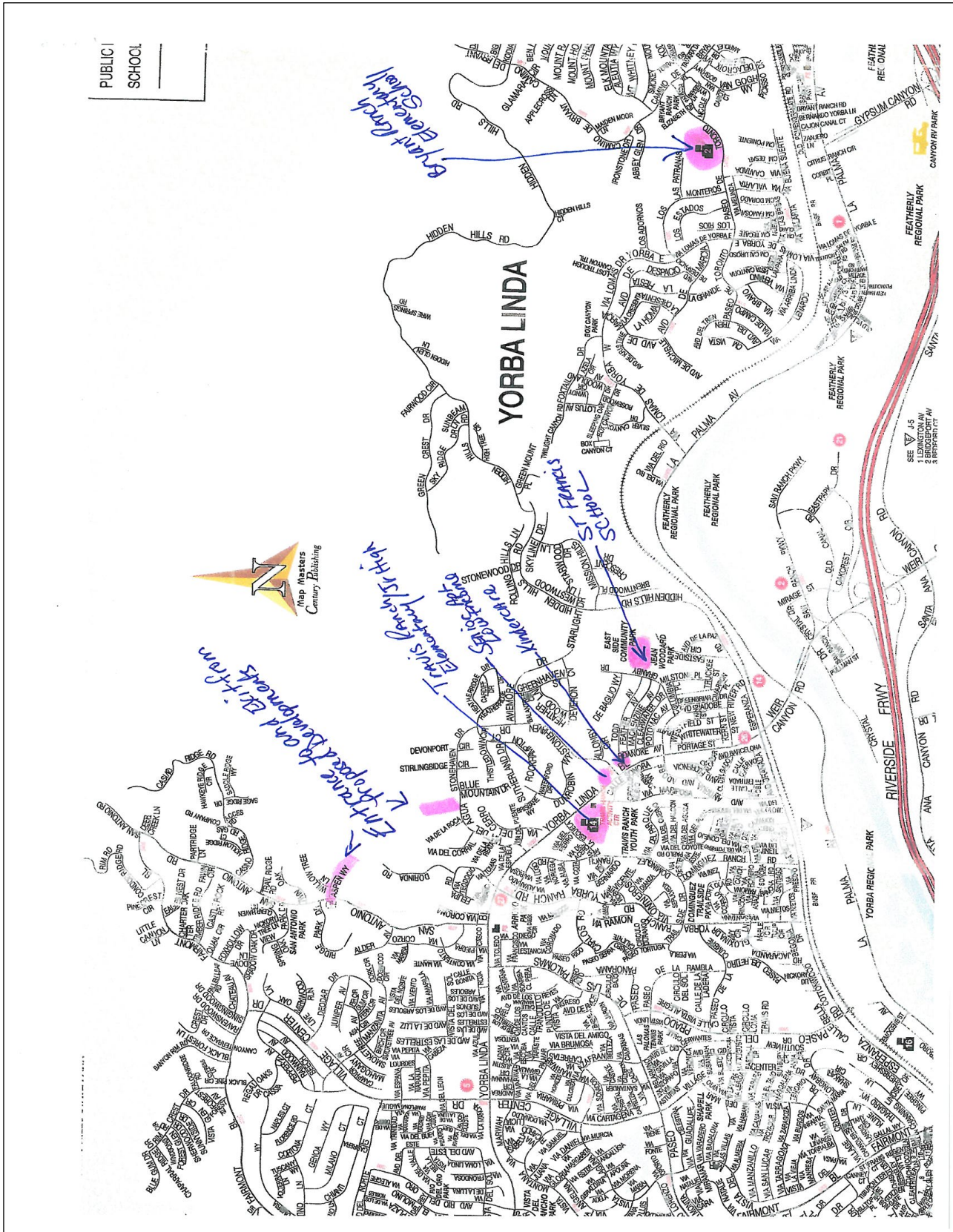
- The EIR does not take into consideration reduced rainfall, water supply and reduced water usage due to drought conditions. Since dry hillsides played a part contributing the firestorm in November 2008, due to city's mandatory restriction against watering slopes for fear of further land movement, the EIR needs to fully analyze what impacts reduced rainfall and water supplies will have on vegetation, both inside and outside of buffer areas.
- How will reduced mandatory water usage impact any wildfires, small or large? Does dryer slopes result in how a fire reacts? Or how fast it spreads?
- How will the reduced rainfall impact water supply to fight fires?
- What measures will be put in place during a mandatory water use reduction usage to prevent the occurrence and spread of wildfires?

The DIER is remarkably insufficient in addressing these and other related wildfire prevention, wildfire fighting, and evacuation challenges. It needs to be revised and recirculated.

L28-13

Danny and Kim Paul
4820 Stonehaven Drive
Yorba Linda, Ca 92887
714-244-5341
Kimjpaul@aol.com

- L28-10 Construction vehicles will remain on-site for the duration of their particular use during the construction process. Equipment will be assembled at a designated on-site staging area. Traffic generated by construction personnel on a daily basis will be less than significant, as construction occurs in phases and not all phases will be in process at the same time. If a need for evacuation occurs during the construction process, construction-related vehicles and equipment would be left in place while construction personnel depart in cars. As noted, additional construction worker private vehicles will not impact existing traffic due to the small number of vehicles involved.
- L28-11 The Proposed Project has provided four ingress/egress options, including emergency access. Topical Response 2 details the emergency access under each option. In the event a roadway is blocked for any reason, the alternate/additional roadways will be used as specified in the evacuation plan.
- L28-12 Responses to each bullet point follow:
- Please refer to Topical Response 4 related to water provision/capacity.
 - Project Design Features (PDFs) have been incorporated to reduce risks from wildfire including fuel modification zones, drought resistant landscaping, and fuel breaks to reduce fire intensity and spread rates.
 - Underground water reservoirs on the Project site will be used to provide firefighting capability from hydrants that will be gravity fed in order to maintain adequate pressure. Off-site adjacent residences will also benefit from these measures. The reservoirs will be used for operational, fire flow, and emergency storage and were designed accordingly (refer to page 5-632 of the DEIR).
 - The Project site currently has no firefighting or prevention capability. As noted, Project Design Features and water storage requirements will provide a benefit not available in the undeveloped condition. The Yorba Linda Water District determined that adequate water supply would be available in wet and dry years through 2035.
- L28-13 Comment noted.



On Saturday, November 15, 2008 the City of Yorba Linda and its residents, experienced a firestorm that tore through its hills and neighborhoods at an unimaginable rate. During an interview, Fire Authority Battalion Chief Michael Boyne indicated that the fire moved at 100 feet per minute. The high winds carried embers over a mile and a half in the air, and random houses became infernos. The majority of residents, which lived near the proposed development sites of projects Esperanza Hills, Cielo Vista, and Bridal Hills, fled with only their families, clothes on their backs and their family pets. Everything else had to be left behind. On that weekend day, at 1:35 PM the fire had reached Stonehaven and Heatheridge, and by 2:15 (within 40 minutes), 100 homes were reported on fire at Stonehaven, between Heatheridge and Via De La Roca, per the After Action Report drafted by Yorba Linda Police Services/Brea Police Department.

Trying to get to any point of safety was nearly impossible as residents, exiting the few residential streets that dump into Yorba Linda Blvd, found themselves in gridlock as they tried to access any street that would allow them to exit the imminent danger. During the last year and a half, we have witnessed many of those residents relive that Saturday afternoon, in front of the Yorba Linda City Council and staff, recalling the chaos and fear, and, in an effort to escape the fire, having to choose between being trapped in their car, or wondering if they could out run the fire on foot in hopes of finding a way down their street. Fires not only came from the hills, but the embers flying through the air that set houses on fire, both in front of them and behind them, as they tried to flee. They were grateful to have escaped with their lives, but heartbroken to have lost their homes, or to have returned to their house still standing, but witnessing the rubble of their neighbors' homes next door, or across the street.

The opposition to the proposed developments is not about new development for the city, or about the property rights of a landowner. It's simply about saving lives, by not adding more homes to existing streets that cannot support the homes that are already there. There are no new proposed streets, because there are no streets that can support them, so the only decision that should be made is a No Project Option. Anything else would be putting lives in danger.

Yorba Linda streets, both residential streets and city streets, were not designed to handle an immediate evacuation that we experienced on Saturday November 15, 2008. It could not handle the homes that were there in 2008, it can't handle the homes that have since been built, and it certainly can't handle one more house in the proposed developments. There has not been one single street added, or proposed, to help with all the cars and people required to evacuate. These proposed developments are using the existing streets, Stonehaven/Via Del Agua and Aspen, as the only ingress and egress options. It was proven that these streets couldn't handle the evacuation in 2008, who could possibly come to conclusion that it could accommodate 500 more homes now? Whoever would suggest the solution is a new evacuation plan, better emergency resources, a new alert system, more water, "fire proof" homes, or anything else is ignoring the obvious; our streets cannot handle it. Not every evacuation could come from a fire. Mother Nature, as well as man, can create other havoc that we mustn't ignore as well.

The residents of Yorba Linda have raised their voices, repeatedly. Our "words" seem to fall on deaf ears, so it is my hope that the story can be told through the "words" of the Brea Police Department, the Orange County Fire Authority, the Orange County Sheriff's Department and the Emergency Management Bureau. Perhaps they said it best on Saturday November 15, through their actual, documented transmissions.

Following is copies of pictures of houses and streets directly adjacent to the proposed developments, as well as complete newspaper articles of interviews, and a copy of the Freeway Complex Fire After Action Report prepared by Jack Conklin, Captain, Yorba Linda Police Services Brea Police Department dated January 29, 2009 with actual transcript of the Incident Detail Report between Police/Fire and dispatch. (Each page has been numbered and referenced where needed).

As devastating as the fire was on Saturday, November 15, 2008, the majority residents were fortunate enough to be home with their families. Not at work, not at school, but home, able to quickly put their kids and family members in the car and leave. Nowhere is this fact taken into consideration.

Now picture what that day could have looked like if it was a weekday:

Imagine the fear and panic of parents trying to get to Bryant Ranch Elementary, Travis Ranch Elementary/Jr High, St Francis Catholic School, KinderCare, not to mention the new Yorba Linda High School, under the same scenario we experienced on that Saturday.

The chaos certainly would have proved deadly, whether it had been from the added traffic congestion, causing more people to be trapped, unable to exit as people are trying to enter, traffic accidents involving cars and people, to smoke inhalation and of course, being burned by the fire itself. As taxed as the police, fire departments, and dispatchers were that day, even with all the additional help from surrounding cities, this extra burden would have certainly resulted in tragedy. Imagine having your child in the path of a fire and not being able to get to them. The 911 emergency lines were flooded, how could you communicate with the school? How would you know if they are safe, or even where they are? This would not affect a few hundred children, but if the fire would have been on a weekday, instead of that Saturday, it would have affected thousands of children.

- **Bryant Ranch Elementary** – Located on Paseo De Toronto (east Yorba Linda near La Palma) Grades K-5 Approx. 691 Students (Page 22-23)

The Following is Actual Communication from Emergency Personnel to Dispatch
10:57 AM REPORTS OF FIRE AT BRYANT ELEM (Page 46)

- **KinderCare** – At the corner of Stonehaven Drive and Yorba Linda Blvd. Approx. 65 children enrolled from infants to Pre School – KinderCare's evacuation "plan" is to contact parents to come pick them up (page 17)

The Following is Actual Communication from Emergency Personnel to Dispatch
13:17 NEED FIRE...ON STONEHAVE, HAVE LARGE CHUCKS DROPPING ON HOUSES (Page 49)

- **Travis Ranch School Elementary/Jr High** – Located on Yorba Linda Blvd between Stonehaven and Via Del Agua. Grades K-8. Approx. 1371 Students (Page 20-21)

The Following is Actual Communication from Emergency Personnel to Dispatch
13:30 WILL HAVE PEOPLE TRAPPED...STILL HAVE PEOPLE TRAPPED (Page 49)
13:31 NEED FIRE ON STONEHAVEN (Page 49)

- **St Francis of Assisi Catholic School** – Located on Eastside Circle (between Hidden Hills and Stonehaven Dr) Grades K-8 Approx. 474 Students (Page 24-25)

The Following is Actual Communication from Emergency Personnel to Dispatch
13:33 3L1, FIRE AT ST FRANCIS SCHOOL (Page 50)

- **Vintage at Stonehaven** – At the corner of Stonehaven Drive and Yorba Linda Blvd. This is a low income, over 55, senior apartment complex. Many are Section 8 participants. The majority of residents do not drive or own vehicles, they rely on public transportation. Approx. 350 residents. No evacuation plan is currently in place. (Page 18-19)

The Following is Actual Communication from Emergency Personnel to Dispatch
14:03 751, STONEHAVEN/YL...NEED TO EVAC WHOLE COMPLEX (Page 51)

Possible Additional Cars for children at the above schools (not counting teachers and personnel):

- Bryant Ranch – 690
- KinderCare – 65
- Travis Ranch Elementary/Junior High – 1370
- St Francis – 475

Total additional cars added during the evacuation racing **TOWARD** the evacuated area:

2,600 Cars – That is assuming only ONE parent is heading toward the school(s)

This is not taking into consideration the new Yorba Linda High School – which is located on the other side of the proposed developments. YLHS currently has 1,800 students attending.

When you consider 500 new homes (which is likely to add an additional 1,500 cars) the additional cars that are associated with the houses that have been built since 2008, the likelihood of thousands of cars pouring into the evacuated area to reach their children, there is no possible solution or reasonable explanation on how the streets, that proved unable handle the number of cars evacuating in 2008, could support thousands more. It's absolutely indisputable.

OTHER EVACUATION CAUSES:

Earthquake –

As reflected in the EIR report, maps provided by American Geotechnical show the Whittier Fault Line going through the proposed developments. (Page 104)

The Whittier fault runs for about 25 miles through Yorba Linda, Hacienda Heights and Whittier. It is considered to be among the more dangerous because the Whittier fault moves relatively fast, with a slip rate of 2 millimeters a year – faster than the Newport-Inglewood, Hollywood or Santa Monica faults. (Page 105)

- **On July 29, 2008 5.4 Earthquake** – The Chino Hills earthquake was caused by oblique slip faulting, with components of both thrust and sinistral strike-slip displacement. Preliminary reports cited the Whittier fault as the active cause, but the quake was later determined to have been generated by the "Yorba Linda trend" as identified by Caltech seismologist Egill Hauksson. It was the strongest earthquake to occur in the greater Los Angeles area since the 1994 Northridge Earthquake. (Page 100)

- **On Aug 8, 2012 a 4.1 Yorba Linda Earthquake** – According to U.S. Geological Survey seismologist, Lucy Jones, indicated that the Yorba Linda earthquake occurred near the Whittier fault, which has a potential of creating a magnitude 7 quake. (Page 105)

TRAIN ACCIDENT OR DERAILMENT

The railroad track runs at the base of Yorba Linda, near La Palma, before the freeway. Recent reports in the news indicate that more hazardous materials, including oil, is being transported on the railway system.

- On Saturday, November 15, as the fire approached the east end of Yorba Linda, emergency transcripts reflect the following:

12:18 ***TRAIN AT WEST CAMINO DE BRYANT.....TRAIN HAS HAZARDOUS MATERIAL IN IT*****

MUDSLIDES

- On November 26, 2008, at approx. 1:00 AM, Yorba Linda was hit by a rainstorm which necessitated the activation of the EOC. At approx. 1:45 AM, began mandatory evacuations of three evacuation areas previously identified by the public works department. (Page 33)

These are the neighborhoods that surround the proposed developments

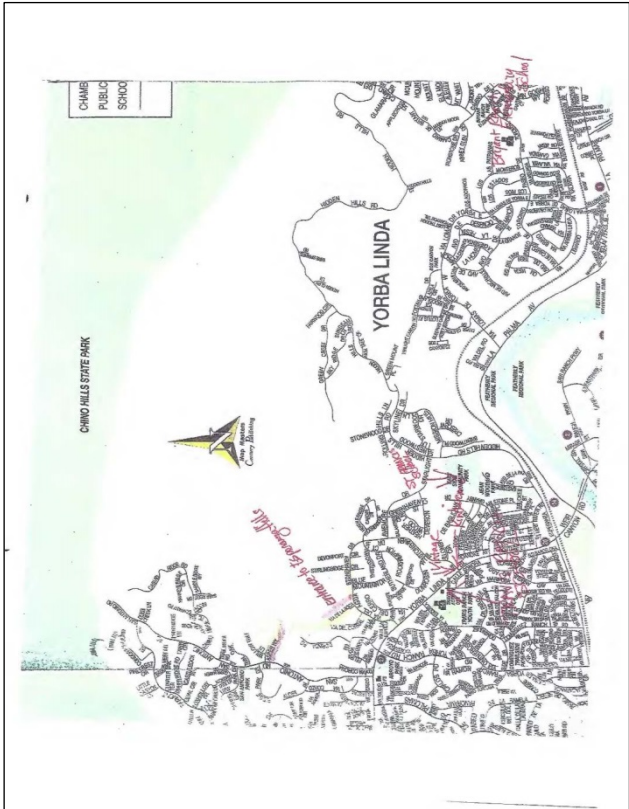


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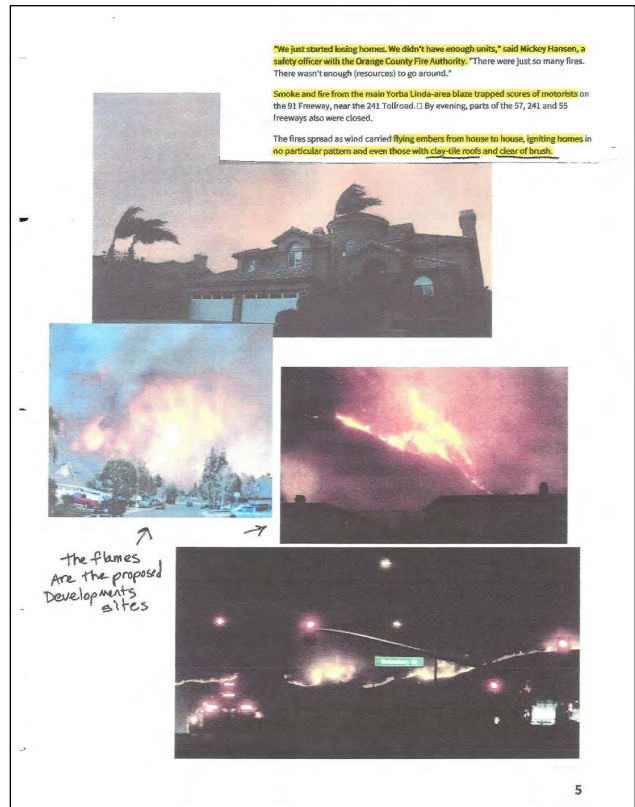
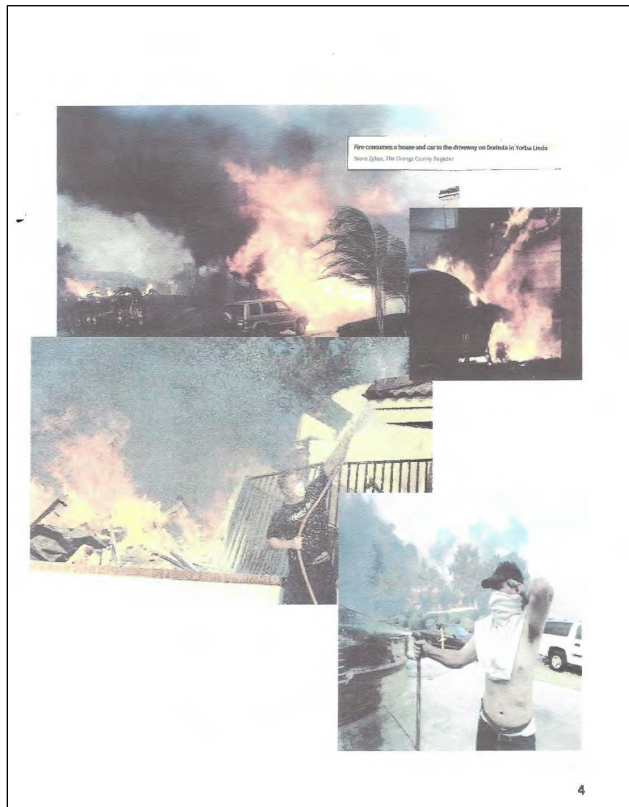
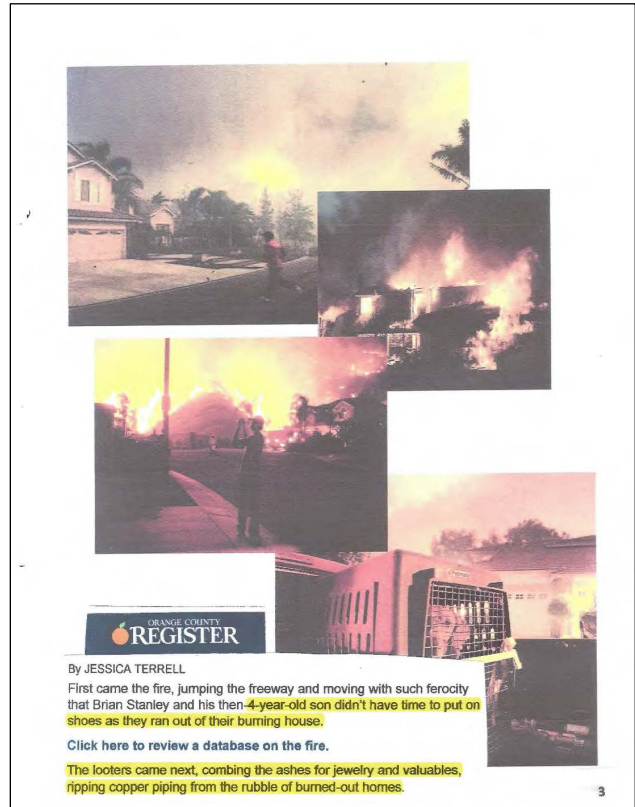
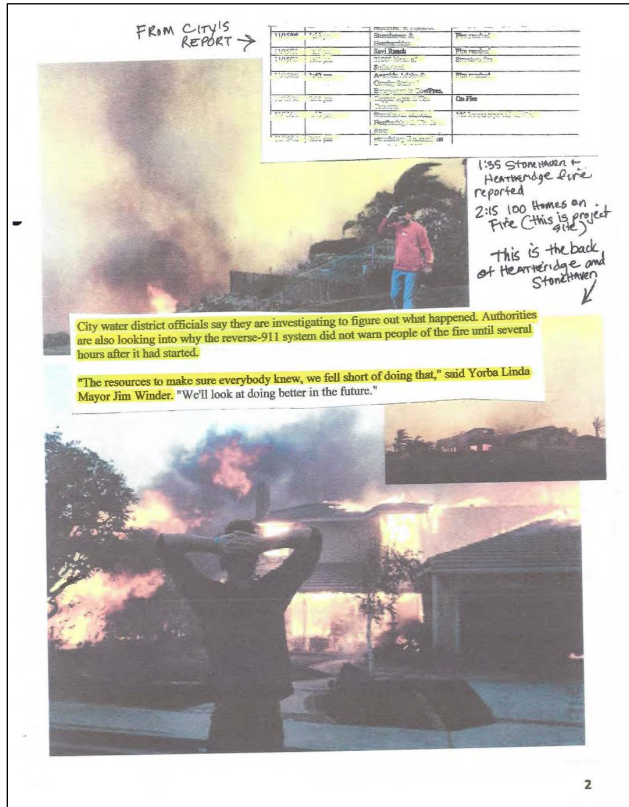
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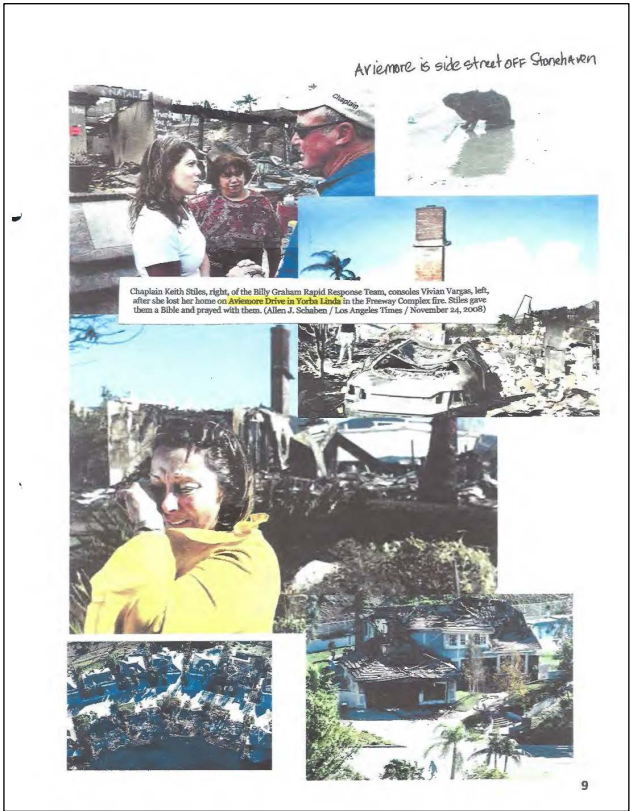
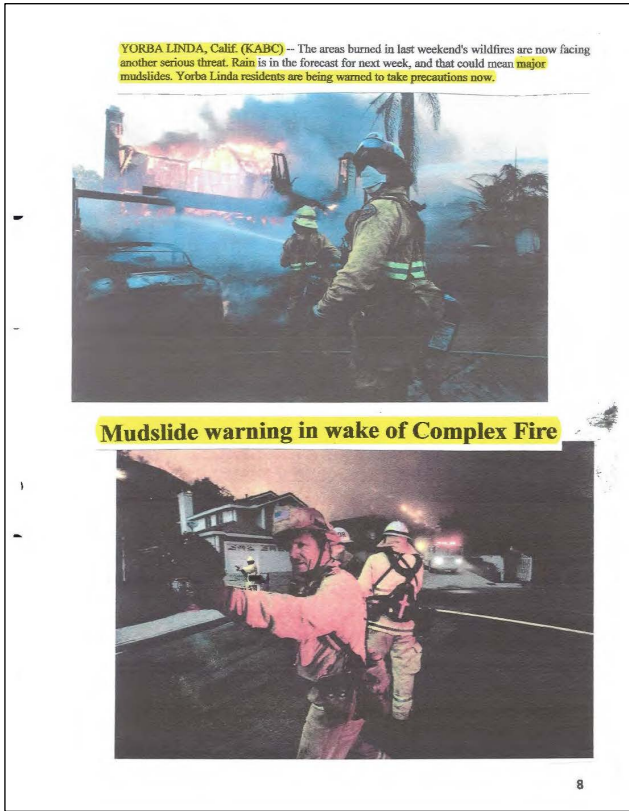
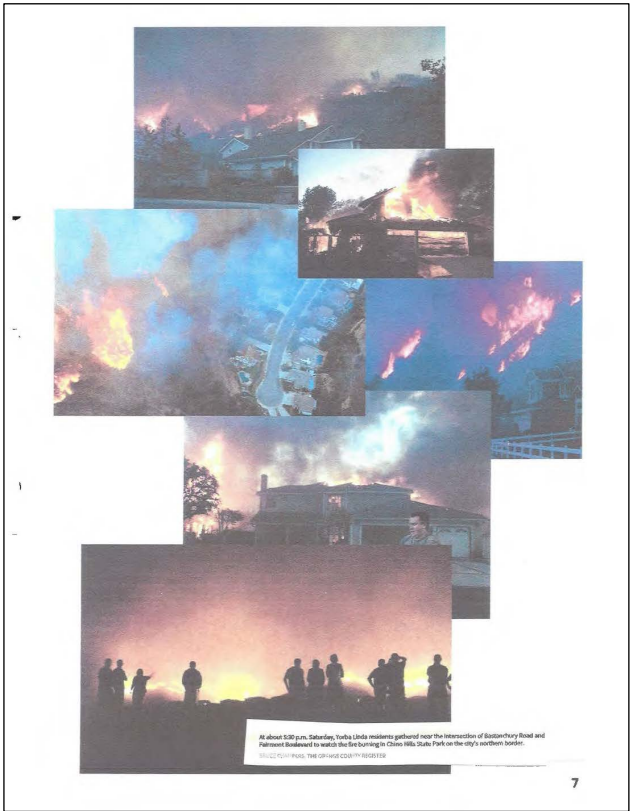
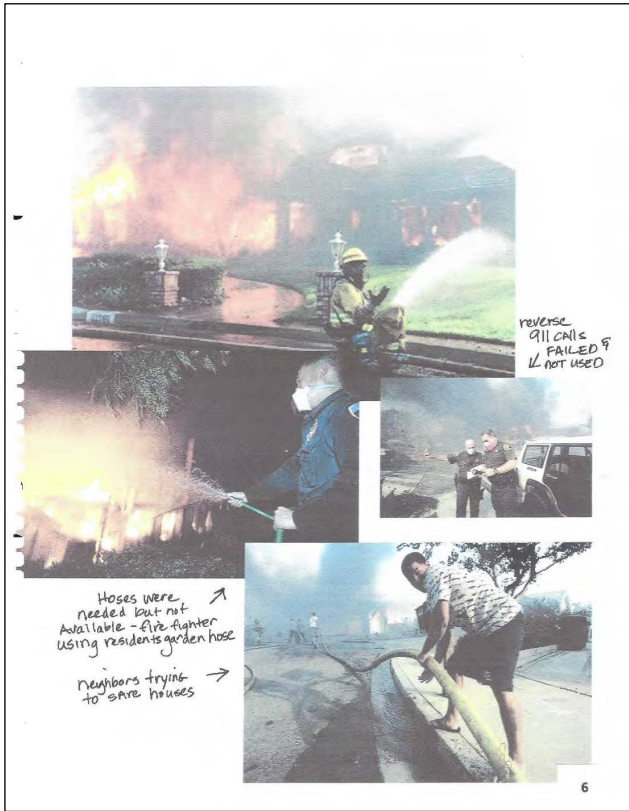
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OCFA Fire Chief Chip Prather confirmed his firefighters indeed did have problems navigating crowded Yorba Linda Boulevard and La Palma Avenue. He was frustrated with the problems of the reverse 911 system and said that was an issue that should be reviewed by all of the agencies that responded to the fire.



Human error, confusion, wind cited in report on Freeway Complex Fire






Residents paid for but didn't get Yorba Linda reservoir
By TONY SAAVEDRA and KIMBERLY EDDIS

YORBA LINDA - A sorely needed second reservoir for Hidden Hills Estates has been on the books for 30 years - and residents even paid for the \$9 million project - but it was never built.




Yorba Linda to fire victims: Go ahead and sue
City rejects \$40 million in claims from Freeway Complex fire, allowing residents to file lawsuits.

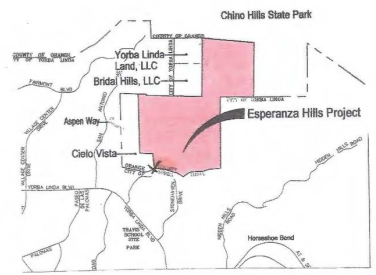
By MICHAEL WELLS / The Orange County Register
PUBLISHED: 10/24/2008 10:00 AM




Local fire victims awarded \$70 million




10



With the embers flying and homes burning, traffic quickly backed up to a standstill on the narrow winding residential streets. Traffic evacuation trapped some in their vehicles for more than two hours as they tried to escape onto densely crowded Yorba Linda Blvd. In some cases, homeowners like Tommy Emeterio whose home and cars were destroyed on Via De La Roca, just off Via Del Agua at Stonehaven—were unable to flee in vehicles and helped direct Yorba Linda Blvd. traffic in an effort to help neighbors.



YOU ARE HERE
This is the entrance to proposed DEVELOPMENTS
This is the cul-de-sac of Via De La Roca and Stonehaven Drive.



← ACTUAL EXCERPT FROM CITY REPORT: BETWEEN 1:55 PM HAD REACHED WITHIN 10 MINS 100 HOMES ON FIRE ON THIS SITE

11

Chapter 4 – Project Description
Draft Environmental Impact Report

Section 4.2 – Existing Conditions
page 4-2

Canyon B crosses the western portion of the site (northern portion of the Yorba Trails property) and is currently used for hiking and equestrian purposes and extends north to the Bridle Hills, LLC land through the Yorba Linda Land, LLC land and then into Chino Hills State Park. The intermittent drainages and related site features are illustrated on Exhibit 4-8 – Physical Characteristics.

The Whittier Fault runs along the southern portion of the site. Testing shows that no northern fault traces extend into the development planning areas. The property has been utilized historically for animal grazing and is currently used for oil production (three working wells), water line transmission (Metropolitan Water District and Yorba Linda Water District), and energy transmission (Southern California Edison). Oil production is anticipated to continue on the Project Site at existing locations. Access to these existing uses is via dirt roads on the site off Stonehaven Drive. Exhibit 4-8 – Physical Characteristics depicts the location of the oil wells and utility easements.

Table 4-2-1 below depicts the existing land uses surrounding the Project Site.

Location	Description
North	Chino Hills State Park
East	Chino Hills State Park
North/northwest	Yorba Linda Land, LLC and Bridle Hills, LLC
West	Amos Travis Trust Property (proposed Cielo Vista project)
Southwest	Virginia Simmons Trust property (proposed Cielo Vista project)
South	Dedicated open space (City of Yorba Linda)

The entire Project Area was burned in the 2008 Freeway Complex Fire that occurred in the fall of 2008. The fire burned over 30,000 acres, with 381 structures lost or damaged, including 187 residences¹. Because of the potential fire hazard represented by the wildland/open space areas in Chino Hills State Park along the northern and eastern boundaries of the Proposed Project, special fuel management practices have been incorporated into the project in addition to the standard fuel modification zones required by the Orange County Fire Authority (OCFA).

The Bridle Hills property adjacent to the Project Site is a reasonably foreseeable development and will gain access through the Proposed Project Site. Therefore, Bridle Hills has been included in the Project analysis.

¹ Orange County Fire Authority "After Action Report, Freeway Complex Fire, November 15, 2008," page 12; <http://www.wildlandfire.com/docs/2008/lessons-learn/freeway-cplc-ar.pdf> (accessed July 2013)

November 2013

Esperanza Hills

12

Chapter 4 – Project Description
Draft Environmental Impact Report

4.3 – Project Description
page 4-12

Residential

The residential areas will have an average lot size of 18,553 square feet. Lots range from 12,044 square feet to 39,354 square feet (exclusive of estate lots). The two estate lots in Planning Area 2 are custom building sites with their design theme to be determined by lot purchasers. The estate lots are 21.78 acres with a building pad limited to 2.65 acres and 2.08 acres with building pad limited to 1.11 acres. The Proposed Project is designed to cluster residential pads to maximize open space preservation and preserve the natural ridgelines and topography to the greatest degree possible, including all major ridgelines bordering Chino Hills State Park.

Access

Two options for roadway access to the Proposed Project have been designed.

- Option 1 would provide a primary connection going south to Stonehaven Drive following an existing dirt road that has been used for oil well and utility access purposes. A separate ingress/egress road for emergency purposes only would extend south along the western edge of the project through the adjacent Cielo Vista property. This access will pass through the adjacent Cielo Vista project via a 50-foot roadway and utility easement and may impact that project's lot design.
- Option 2 would provide a primary connection going west from the site to Aspen Way, which then connects to San Antonio Road. This is the primary access that was contemplated in the 1993 Yorba Linda GP, but will require an access and grading easement over the Cielo Vista property or other legal entitlement. Option 2 provides a separate ingress/egress exit for emergency purposes only, exiting south from the Proposed Project to Stonehaven Drive and following the existing road currently used for oil well and utility access purposes.

The access options are detailed below in the Project Entry section of this chapter (page 4-19). Depending upon which access option is approved, the approximate acreages will be developed as follows:

- 112 to 114 acres for useable residential pad area
- 129 acres as natural open space
- 13 acres with landscaped parks/water quality detention basins
- 126 to 135 acres for landscaped and irrigated slopes

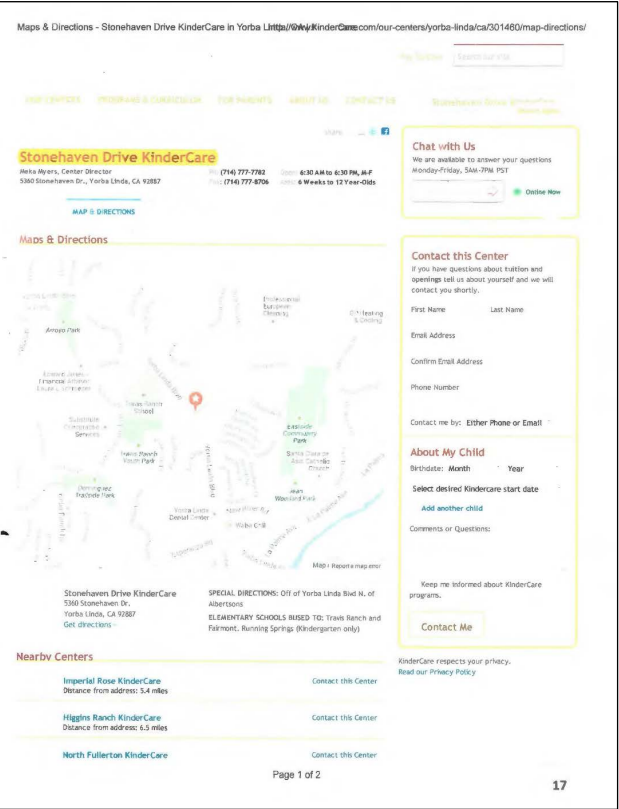
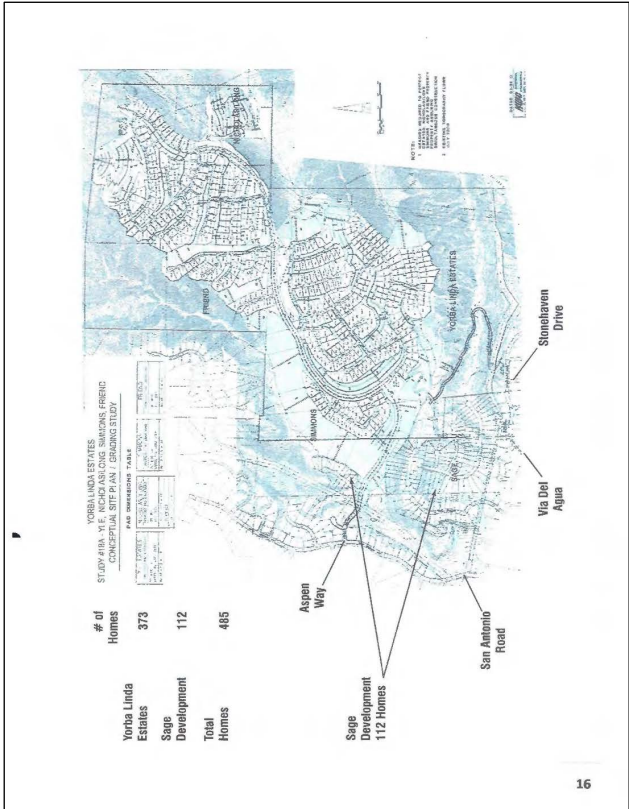
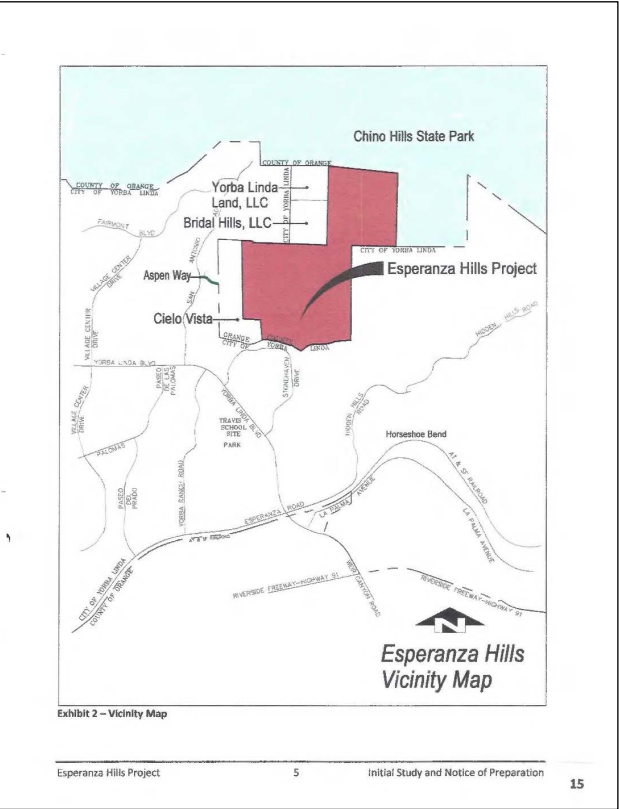
The remainder of the site acreage will be developed with streets, sidewalks, bench drains, water reservoirs, and associated uses.

November 2013


Esperanza Hills

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City of Yorba Linda SITUATION AND STATUS BOARD (November 15-16, 2008 Brush Fire)			
Time	Time Response	Location	Description and Resources
11/15/08	11:30 am	Blue Ridge	8 Homes Burned. Esperanza H.S. was Evacuation site. Red Cross operating this site.
11/15/08	12:00 Noon	River Bend Drive	Homes burned undetermined (est. 2) - 16 Units lost.
11/15/08	12:00 Noon	Kodiak Mountain/Alpine	2 Homes burned. Threatening Apt. Complex.
11/15/08	12:45 pm	YL BOC	Yorba Linda BOC activated at Level 2 at 1245 hrs. Control One advised. J-1 Notice issued to Operational Aves.
11/15/08	12:50 pm	RR Trains along Esperanza	20-30 RR Cars on Track w/o Engine. Strong Possibility of Hazard Material Combustion.
11/15/08	12:50 pm	Savi Ranch State of Emergency	Fire moving to Commercial area. Fire Personnel deployed from San Diego & Moreno Valley.
11/15/08	12:50 pm	Comino De Bryant & Hidden Hills Road	Evacuating 2,000 Homes.
11/15/08	12:50 pm	Riverbed	Fire started in Riverbed OCFA said fire jumped 91 Freeway near 241 Pwy.
11/15/08	1:15 pm	Starwood & Minton Hills	Structure Fire.
11/15/08	1:25 pm	Livestock Evacuated	Must take themselves and must take their own food. 2 Sites Los Alamitos Race Track & Anaheim Equestrian Center (See Logistics).
11/15/08	1:30 pm	Hidden Hills, Green Mountains & Highways	Attic Fires (27 Homes Lost).
11/15/08	1:35 pm	Stonehaven & Heatheridge	Fire reached.
11/15/08	1:35 pm	Savi Ranch	Fire reached.
11/15/08	1:40 pm	21000 block of Sutherland	Structure fire.
11/15/08	1:42 pm	Avenida Adobe & Cimino State of Emergency to Gov/Pres.	Fire reached.
11/15/08	2:00 pm	Copper Apts & The Cityons	On Fire.
11/15/08	2:15 pm	Stonehaven between Heatheridge & Via de La Rosa	100 homes reported on Fire.
11/15/08	2:30 pm	Mandatory Evacuations San Antonio Village Center/Fairmont	
11/15/08	2:45 pm	Police Resources Checking in at Community Center	
11/15/08	2:45 pm	Via Corzo	Structure Fire.







HUD Table Date 12/4/2012

Welcome to Vintage at Stonehaven Apartments

Our community is operated under Section 42 of the Internal Revenue Code. This special financing program is designed to facilitate the housing needs of moderate and middle-income households. Residency at this community requires that applicants meet certain qualifying standards established by the government. **This program is not connected with Section 8 or HUD; however, we do accept Section 8 participants.**

Residency at this community is limited to those households having moderate incomes as shown below. In this county, the maximum allowable incomes (by household size) are as follows:


Household Size	Maximum Allowable Income		
	40%	50%	60%
1 Person	\$27,000	\$33,750	\$40,500
2 Person	\$30,840	\$38,550	\$46,260
3 Person	\$34,680	\$43,350	\$52,020
4 Person	\$38,520	\$48,150	\$57,780
5 Person	\$41,640	\$52,050	\$62,460

In addition to standard wages, income includes monies received from all sources such as alimony, child support, pensions, social security and asset income.

All information on income provided by applicants must be verified before occupancy. The certification process must also be completed annually.

The rents are limited by statute. Currently, the maximum allowable rents are as follows:

Apartment Size	Monthly Rents		
	40%	50%	60%
1 Bedroom	\$728	\$960	\$1,041
2 Bedroom	\$912	\$1,032	\$1,249



12/01/2013

Travis Ranch School - Yorba Linda, California - CA - School <https://www.greatschools.org/california/yorba-linda/3973-Travis-Ranch-School/>

Travis Ranch School

Public • K-8 • 1371 students

GreatSchools Rating: **4**

Overview Reviews Test scores Students & teachers Programs & culture Enrollment

About the school
Yorba Linda's Travis Ranch School is a public school serving 1371 students in grades K-8.

What does this school offer?
Arts? Sports?
Share what you know

What schools are available to you?
Find attendance zones for your address

Community ratings
4 stars
This school is falling like a lead balloon. There are a group of teachers...

Student diversity
89% of students at this school are White.

20
Master Luther King Day

What's New

Find out during our January 21st Open House

Compare this school to nearby schools

Nearby schools
Woodson Elementary School
Carmel Deo Academy
Canary Chapel of Yorba Linda School

Be sure to visit
Elementary school
Middle school

Page 1 of 2

Travis Ranch School - [Google Maps](https://www.google.com/maps/@33.875, -118.15, 15z)

To see all the details that are visible on the screen, use the "Print" link next to the map.

Enter location or right-click on map

Map data ©2014 Google

Page 1 of 1

Bryant Ranch Elementary School - Yorba Linda, CA <http://www.greatschools.org/california/yorba-linda/3955-Bryant-Ranch-Elementary-School/>

INVITATIONS magnetStreet

schools Schools Search for school, district, or city CA

Hot Topics Worksheets & Activities Homework Help Parenting Dilemmas Learning Difficulties Health & Behavior Consumer Care

Home California Yorba Linda Placerita Yorba Linda Unified

Bryant Ranch Elementary School

Public K-5 851 students

GreatSchools Rating

Add to My School List Send me updates Rate & Review Get directions

Overview Reviews Test scores Students & teachers Programs & culture Enrollment

About the school

Yorba Linda's Bryant Ranch Elementary School is a public school serving 851 students in grades K-5.

What does this school offer?

Arts? Sports?

Share what you know

What schools are available to you?

Find attendance zones for your address

Community ratings

4 stars

We've had a very good experience while attending the school. Kids receive a...

Student diversity

61% of students at this school are White.

Find the right school

District information

Placerita-Yorba Linda Unified

Number of schools: 34

Grades: K-12

See district boundaries

What is the difference between public and private schools?

School choice terminology

7 Common Core questions

Private versus public

Public vs. private vs. charter

How to spot a world-class education

Public schools: fact and fiction

Compare this school to nearby schools

Compare schools

Nearby schools

PsPrint - Up to 60% off

psprint.com

Get Consistent Quality Every Time. Official Site. Regular 60% Sales.

Rose Buds Wedding Invitation

507 Elm Wedding Invitations

Local Daycare Listings

Private Local Tutors

Math Games

Elementary Math Tutoring

3rd Grade Common Core

Rent to Own Homes

Page 1 of 3 22

Bryant Ranch Elementary School - Yorba Linda, CA <http://www.greatschools.org/california/yorba-linda/3955-Bryant-Ranch-Elementary-School/>

Google

To see all the details that are visible on the screen, use the "Print" link next to the map.

Antonio Park

Yorba Linda

Eastside Community Park

Box Canyon Park

Bryant Ranch Elementary School

Supreme Bldg Bryant Museum

Map data ©2014 Google

Enter location or right-click on map

Map data ©2014 Google

Page 1 of 1 23

St. Francis of Assisi Catholic School http://www.sfayl.org/apps/pages/index.jsp?uREC_ID=193246&type=3&pREC_ID=399096

Home Our School Academics Campus Life Support SFA Events Blog

Our School

St. Francis of Assisi Catholic School was founded in September 1998 and has been providing outstanding Catholic education for pre-school through eighth grade students for over a decade. St. Francis School is accredited by the Western Catholic Educational Association (WCEA) and co-accredited by the Western Association of Schools and Colleges (WASC).

Our enrollment currently consists of 474 students from 320 families within the community. Our beautiful facility is made up of 20 classrooms, a networked computer lab with internet access, a multi-columned, computerized library with research capabilities and internet access, extended care classrooms, a multi-purpose center, and an amphitheater. We also enjoy two playgrounds, a junior high wing, science lab, music room, advanced math lab, and a Learning Lab.

We also have staff and facilities available to provide extended care for registered school children of working families in Grades Pre-Kindergarten through 8th grade.

Click here to view our campus photos.

St. Francis of Assisi Catholic School

Page 1 of 1 24

St. Francis of Assisi Catholic School <http://www.sfayl.org/apps/maps/>

Home Our School Academics Campus Life Support SFA Events Blog

Maps

Start St. Francis of Assisi Catholic School Get Directions

St. Francis of Assisi Catholic School

5330 Eastside Circle

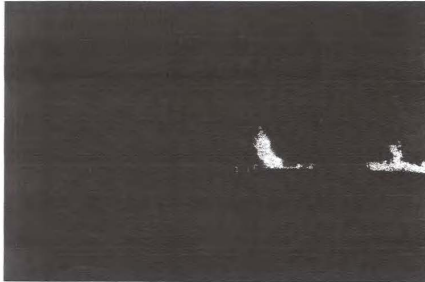
Yorba Linda, CA 92687

714-695-3700

Map data ©2014 Google

Page 1 of 2 25

Freeway Complex Fire November 15-16, 2008 After Action Report



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ACKNOWLEDGEMENTS

This after action report was completed with information submitted by members of Yorba Linda City Staff, the Brea Police Department, the Orange County Fire Authority and the Orange County Sheriff's Department, Emergency Management Bureau.

Prepared by:
Jack Conklin, Captain
Yorba Linda Police Services
Brea Police Department
January 29, 2009

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Preface

The purpose of this After Action Report is to document the City of Yorba Linda's response efforts during the Freeway Complex Fire beginning on November 15, 2008. The report will discuss the City of Yorba Linda's Emergency Operations Center's efforts to support field response activities during the fire. The report will also analyze the overall effectiveness of the Emergency Operations Center. Other agencies' response, including, but not limited to the Orange County Fire Authority (OCFA), Yorba Linda Water District and the Orange County Emergency Operations Center will be addressed in those agencies' respective reports.

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Background

On November 15, 2008, the City of Yorba Linda was devastated by a major firestorm that burned over 30,000 acres, destroyed 118 homes, and damaged dozens more. Approximately 25,000 residents were evacuated from their homes, and thousands of vehicles and pedestrians were re-routed through the city. Throughout this two day event, over 375 police officers from Orange County and throughout the southland were utilized.

On the date of the fire, a Red Flag Warning was in effect for Southern California. A Red Flag day is characterized by periods of strong Santa Ana winds coupled with relatively low humidity. The high winds experienced on November 15, 2008 were a major contributing factor for rapid progression of the fire. The Fremont Canyon Remote Automated Weather Station (RAWS) site which is located on a Santa Ana Mountain ridge above the origin of the fire recorded the following information on the day of the fire:

Freemont Canyon RAWS-Santa Ana Mountains

Time	Temperature	Wind Speed	Humidity
9:00 A.M.	75°	43 mph, Gusts to 61 mph	8%
3:00 P.M.	80°	25 mph, Gusts to 45 mph	7%

The second RAWS is located at the Corona Airport and is approximately 3 miles east of the fire's origin, near the entrance to Santa Ana Canyon.

Corona Airport RAWS-Santa Ana Canyon

Time	Temperature	Wind Speed	Humidity
9:00 A.M.	83°	20 mph, Gusts to 24 mph	6%
3:00 P.M.	90°	29 mph, Gusts to 37 mph	4%

Summary of Operations

I. Brea Police Department

On Saturday, November 15, 2008 at approximately 9:15 A.M., the Brea Police Department was notified that a vegetation fire was burning east of the City of Yorba Linda adjacent to the Green River Golf Course in the City of Corona. The Brea Police Department immediately sent officers to the east border of the city to monitor the fire and prepare to conduct evacuations if deemed necessary. At approximately 10:22 A.M. officers determined the fire was threatening the east end of the city and began proactive evacuations of residences in the Brush Canyon and Bryant Ranch areas of the city. At the time of the outbreak of the fire, there were approximately 5 uniformed officers and one sergeant working in Yorba Linda.

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At approximately 10:31 A.M. the Brea Police Department assigned a supervisor to the incident command post which was established at a shopping center in Corona near Green River Drive and the 91 Freeway. This supervisor became part of the unified command which would dictate the response to the fire incident. The unified command was made up of representatives from the Orange County Fire Authority, Brea Fire Department, Corona Fire Department, Cal-Fire, Chino Valley Fire, Corona Police Department and Brea Police Department. A unified command allows all agencies with responsibility for the incident, either geographical or functional, to manage an incident by establishing a common set of incident objectives and strategies. The concept of unified command means that all involved agencies contribute to the command process by:

- Determining overall objectives.
- Planning jointly for operational activities while conducting integrated operations.
- Maximizing the use of all assigned resources
- Shared decision making.

The Incident Command Post was later moved to Yorba Regional Park and ultimately Irvine Regional Park. The Brea Police Department kept a constant presence at the Incident Command Post throughout the first two days of the incident.

Evacuations continued at the direction of the unified command as the fast moving fire, estimated by OCFAs officials to be moving at 100 feet a minute, moved north west through the city. Having exhausted our local resources, a call for mutual aid was made. As a result, approximately 375 officers from 19 different agencies (Huntington Beach, Irvine, Orange County Sheriff, Fountain Valley, Westminster, Buena Park, Los Angeles County Sheriff, Dept. of Homeland Security, Seal Beach, Garden Grove, Newport Beach, Placentia, La Habra, La Palma, Cypress, Fullerton, Los Alamitos, Riverside Sheriff and Tustin) would ultimately respond to help conduct evacuations during the first 36 hours of the fire.

Notification of evacuations were done in a traditional manner utilizing the media and law enforcement personnel in marked police units equipped with sirens and public address systems. The fast moving fire did not allow time for door to door notifications. AlertOC, the county's mass notification system was not considered. At the time of the fire it was the police department and city staff's understanding the system was not available. Although initial user agreements had been signed, the cities of Yorba Linda and Brea were still in the implementation planning stage. Per an email dated October 10, 2008 from the County's AlertOC Program Manager the system was only functional in the County areas and the cities of Buena Park and San Juan Capistrano.

At approximately 12:45 P.M., the City of Yorba Linda activated their Emergency Operation Center (EOC) located in the Yorba Linda Community Center. The police department assigned one captain to the EOC who remained in the center until he was relieved by a lieutenant at approximately 11:00 A.M. on 11-16-08.

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During the same time period a staging area to check in Brea and allied agency officers responding to the request for mutual aid was established at the Yorba Linda Police Annex located at the intersection of Yorba Linda Blvd. and San Antonio Road. The staging area was supervised by a lieutenant who was assisted by three officers. The staging area was ultimately moved to the Yorba Linda Community Center after the annex was threatened by the approaching fire. The captain assigned to the EOC ultimately partnered with the staging area lieutenant to help facilitate the evacuation as directed by the unified command established at the incident command post.

The mandatory evacuations which were conducted throughout the entire northern portion of the city necessitated the establishment of several ingress and egress control points. These checkpoints were manned by dozens of law enforcement officers and remained in place until the mandatory evacuation was downgraded to a voluntary evacuation at approximately 3:30 P.M. on November 16, 2008.

Following the lifting of the mandatory evacuation, a decision was made to continue to maintain checkpoints in five neighborhoods which were particularly hard hit by the fire. The officers manning these checkpoints were instructed to allow only residents or those who could provide a legitimate reason for being in the fire area access to these neighborhoods. The decision was made in an attempt to discourage potential looters and unscrupulous contractors from accessing the site. In addition, the checkpoints provided the residents victimized by the fire the opportunity to salvage their personal property from their homes with a minimum of disruption. These five checkpoints remained in effect for two weeks and were held over for an additional week (three total) in two neighborhoods.

During the three day period beginning on November 15, 2008 the Brea Police/Fire Communications Center received over 26,800 calls, 6,800 of them were made via the 911 system. For comparison purposes, Brea Communication generally receives about 1,000 calls during a three day period. In addition to answering the numerous telephone calls, dispatchers also responded to thousands of radio transmissions by police and fire personnel.

The week following the fire, City Staff, OCFAs and Brea Police Department personnel participated in several disaster relief and rain storm mitigation meetings. These meetings were held with local, regional and state agencies in Yorba Linda and at the Operational Area located at Loma Ridge in preparation of an impending storm. In addition to manning the aforementioned checkpoints, police personnel assisted the Public Works Department by providing for traffic control at those locations where storm mitigation efforts (the placing of K rail and sandbags) were taking place.

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On November 26, 2008 at approximately 1:00 A.M., Yorba Linda was hit by a rainstorm which necessitated the activation of the EOC. As a result, the police department assigned one Captain to respond to the center and direct the police department's activities. At approximately 1:45 A.M. Brea Police Officers began mandatory evacuations of three evacuation areas previously identified by the public works department. Once completed, officers established and maintained checkpoints at the entrances/exits of each of these areas. These checkpoints remained in effect until approximately 8:30 A.M. on November 27, 2008 when the evacuation order was lifted.

What Worked Well

- Police department personnel monitored the movement of the fire and initiated evacuations rather than waiting for direction from OCFAs.
- The police services agreement between the cities of Brea and Yorba Linda provided the ability to draw immediate resources in the form of additional police officers from Brea to assist with the initial evacuations.
- The Orange County Sheriff and Chiefs of Police Association's Mutual Aid Agreement provided for the swift mobilization of law enforcement mutual aid.
- The assignment of a supervisor to the Unified Command provided the police department a direct link and shared decision making responsibilities at the Incident Command Post.
- The establishment of a staging area for responding allied law enforcement agencies provided for the check-in and deployment of resources to assist with evacuations and scene security.
- The assignment of the Captain's Yorba Linda Liaison to the Yorba Linda EOC provided for a communication and information link between personnel in the field, the staging area and EOC personnel.
- The previously existing familiar relationship between the Yorba Liaison and Yorba Linda City Staff resulted in an open exchange of information, planning and collaborative decision making.
- Evacuations were conducted systematically at the direction received from the Unified Command at the Incident Command Post.
- There was no loss of life to either the public or emergency personnel.
- There were no reported serious injuries to either the public or emergency personnel.
- The police department communication center answered approximately 20,880 calls from the public.
- Checkpoints were established to restrict public movement into evacuation areas which assisted the fire departments' response to combat the fire without interruption.
- After fire checkpoints provided security to the hardest hit neighborhoods, discourage looters and provided for a safe respite for fire victims.

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- Officer assigned to provide security and answer questions from those utilizing the mass shelter site at the Lasorda Field House.

Areas for Improvement

- Capture law enforcement activities and assignments via the computer aided dispatch system which will provide a documented timeline and account of activities.
- Clearly define the mission to personnel conducting evacuations. In some instances, individual officers halted evacuation efforts to assist victims with fire suppression efforts resulting in the delay of evacuations to other neighborhoods. Although the decision to halt the evacuations to assist with firefighting is left to the discretion of each individual officer, it should be the exception rather than the rule.
- Additional training on the AlertOC system is needed for police personnel (completed).
- Utilize the AlertOC system to supplement traditional forms of notification during an evacuation.
- When possible/practical, partner mutual aid agency responders who are not familiar with the city with Brea Police Officers.
- Provide regular/updated information to officers working checkpoints as to the status of the emergency in an effort to disseminate accurate information to the public.
- Provide for regular breaks, food and water to field personnel.
- Stress the importance of opening evacuation areas that are deemed safe as soon as possible to the Unified Command in an effort to mitigate inconvenience to residents.

II. Yorba Linda Emergency Operations Center

At approximately 12:45 P.M., the Yorba Linda Assistant City Manager activated the Emergency Operation Center (EOC) located in the Yorba Linda Community Center to Level 2 status. Once the decision was made to activate the Emergency Operations Center, city staff with EOC responsibilities staff were notified and reported to the Emergency Operations Center.

The Emergency Operations Center was organized in accordance with the Standardized Emergency Management System and the National Incident Management System. This system is based upon functional responsibilities and is organized by sections: Policy/Management Group, Operations Section, Planning and Intelligence Section, Logistics Section and Finance Section.

The Emergency Operations Staff worked well with each other and there was an open, respectful exchange of information. The goal of the EOC to support responders in the field and provide them with the equipment and resources they needed to complete their mission was successfully met.

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However, the staff also faced several significant challenges. Most of the challenges faced in the EOC dealt with a lack of trained personnel and the inability of staff to effectively communicate with the public. At the time of the fire, key city personnel were out of town and unable to respond to the EOC. The absence of key information technology staff left the city without the ability to post critical information on the city's website. Due to the same absence, city staff was unable to create a hotline which contained a regularly updated recorded message providing public information regarding the fire's progress, evacuations and sheltering locations. This forced the city to depend primarily on the news media to relay our message. Unfortunately, the city's press information officer had recently retired and the management analyst who assumed the PIO responsibilities was out of town fulfilling his military reserve commitment. This left the press information responsibilities in the hands of the EOC Coordinator, who was already overtaxed. Ultimately, the EOC Coordinator solicited assistance from the OCFA's PIO who worked diligently to communicate both the fire authority and city's public messages to the media. This was certainly an improvement, but the reliance on the news media to deliver accurate, city specific messages was not an optimal situation and was marked by the delivery of some misinformation regarding a sheltering site at Travis Ranch School. The lack of accurate, timely public information resulted in hundreds of calls from the public being fielded by EOC personnel which took time away from their assigned duties.

The physical layout of the EOC with the tables lined up against the perimeter of the room made it difficult to meet by operational section and discuss our individual responsibilities as it related to the overall mission. Reports of faulty and/or non-operational equipment including telephones also added to our problems. Finally, the location in the EOC in Yorba Linda Community Center, a public building with public access, created security issues.

What Worked Well

- Excellent cooperation among Emergency Operations Center Staff despite a high stress situation.
- EOC workers remained calm and were clearly problem solvers.
- Communication between the functional sections was efficient.
- Prior training prepared some Emergency Operations Center responders for their responsibilities.
- The creation of a Logistics Section Status Board provided easy access to resource phone numbers, status on the shelter operations, and an account of work completed while the EOC was activated.
- The YLCC provided resources such as a copier, additional computers for mutual aid, offices, phones and resting areas for the public safety officers.
- Meals were readily available for EOC staff and police in the staging areas.

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- City Staff partnered with the Red Cross to insure the shelter was operating efficiently.

Areas for Improvement Action

1. Proper level activation of the EOC. The Level 2 activation of the EOC precluded the notification/involvement of important personnel with specific responsibilities from participating in the decision making process in the EOC (example, Placentia-Yorba Linda Unified School District).
2. Standardize the method of notification to personnel assigned to the EOC in the event of an activation as to insure all are notified.
3. All doors of the EOC must stay locked throughout activation. Only one door will be allowed for entry and exit. This door will be tightly controlled during activation by a designated sworn Brea Police Officer.
4. EOC access will be limited to members of the Emergency Management Team and specific external agency representatives displaying their "emergency I.D. badges." Those without their badge will not be admitted.
5. Distribute vests which are color coordinated by ICS section to personnel as they report to the EOC. This will enable EOC personnel to readily identify each other and their respective function within the EOC.
6. Provide the appropriate Incident Command System training to those employees assigned to the EOC.
7. Train key EOC positions three to four persons deep to account for absences and provide for shift relief during long term activations.
8. Identify, properly equip and train a City Press Information Officer(s).
9. Additional training on the AlertOC system is needed for responders to the City Emergency Operations Center.
10. Identify a team of information technology staff responsible for updating the City website with critical public information during an emergency.
11. Identify a team of information technology staff responsible for creating a hotline which a recorded message which is regularly updated with critical public information during an emergency.
12. A separate briefing room should be established for the purpose of providing regular updates regarding the status of the emergency to the City Council and members of the press. The updates should be conducted regularly by the PIO, EOC commander or their designee.
13. Establish a separate room staffed by volunteers or city staff to answer emergency related information telephone inquiries/questions.

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14. Telephone and computer jacks need to be routinely tested. Some were inoperable.
15. The telephones are archaic as the dial pad was on the receiver and there was no way of knowing that you were dialing the correct number. The system also did not take messages so if a resource person was trying to return a call, they often got a busy signal. Telephones also were set to "rft" during initial phases of the EOC. This created a difficult situation as many calls ended up at the director's station.
16. Provide several laptop computers in the EOC which are equipped with USB ports and the proper disaster related software, including, but not limited to all the NIMS/SEMS required forms to manage and track the disaster response.
17. Maintain the Situation/Status board on a laptop computer. Eliminates the duplication of work and provides for a retrievable, electronic copy.
18. Project the Situation/Status Board on a screen by use of a video projector.
19. Reconfigure the physical layout of the EOC as to provide better communication between the functional sections.
20. Copies of keys to Community Center doors/cabinets should be maintained in a centralized place accessible to EOC personnel.
21. The EOC was organized to have the Mass Care Shelter Branch work under the Operations Chief. This was inefficient and was moved since the staff trained in shelter care and operations are Parks and Recreation Employees were assigned to the Logistics Section.
22. Improve the City's GIS capabilities to provide for data, mapping systems and aerial photographs of the City which can then be projected on screens located within the EOC.
23. Conduct EOC activations/simulation exercises twice a year.

Conclusions

The November 2008 Freeway Complex Fire was a catastrophic event which challenged all those who were involved in the response effort. The lessons learned during the fire response greatly improved the city's response during the subsequent rain event. In particular, huge strides were accomplished in the area of public education and mass public notification.

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EOC IMPROVEMENT IMPLEMENTATION SCHEDULE

Action Number	Actions To Take	By Who	When to be Completed
1-2	Standardize method of notification to EOC assigned personnel	- Emergency Coordinator - City Clerk	Completed
3-5,12,13,19	Change certain policies, procedures, and layout of EOC	- Emergency Coordinator - City Manager	March 1, 2009
6-7,9	Train EOC employees and support	- Emergency Coordinator	June 30, 2009
8	Equip and train a new City PIO	- City Manager - Assistant to the City Manager	May 31, 2009
10	Identify I.T. staff to update website during emergency	- City Manager - MIS Manager	Completed
11	Identify I.T. staff responsible for creating a recorded hotline with critical information during emergencies	- City Manager - MIS Manager - PIO	March 1, 2009
14	Routinely test telephone and computer jacks. Replace where needed	- MIS Manager - MIS Technician	Every two months, starting March 2009
15	Replace EOC phones	- MIS Manager - MIS Technician	April 1, 2009
16	Designate a laptop computer for EOC with appropriate USB and software	- Emergency Coordinator - MIS Manager	April 30, 2009
17-18	Buy a projector and projector screen for EOC to display Sit. Stat. Board	- Emergency Coordinator - Parks and Rec. Director	July 1, 2009
21	Reassign "Mass Care Shelter Branch" to Logistics Section	- Emergency Coordinator	March 1, 2009
22	Improve GIS capabilities	- MIS Manager	June 1, 2009
23	Bi-yearly EOC simulation	- Emergency Coordinator	May and November, each year

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**City of Yorba Linda
SITUATION AND STATUS BOARD
(November 15-16, 2008 Brush Fire)**

Time	Time Reported	Location	Description and Resources Assigned
11/15/08	11:30 am	Blue Ridge	8 Homes Burned, Esperanza H.S. was Evacuation site. Red Cross operating this site.
11/15/08	12:00 Noon	River Bend Drive	Homes burned undetermined (est. 2) - 16 Units lost
11/15/08	12:00 Noon	Kodiak Mountain/Alpine	2 Homes burned. Threatening Apt. Complex
11/15/08	12:45 pm	YL EOC	Yorba Linda EOC activated at Level 2 at 1245 hrs. Control One advised. J-1 Notice fixed to Operational Area.
11/15/08	12:50 pm	RR Tracks along Esperanza	20-30 RR Cars on Track who Engine. Strong Possibility of Hazard Material Containers.
11/15/08	12:50 pm	Savi Ranch State of Emergency Faxed to Control	Fire moving to Commercial area. Fire Personnel deployed from San Diego & Morano Valley
11/15/08	12:50 pm	Camino De Bryant & Hidden Hills Road	Evacuating 5,000 Homes.
11/15/08	12:50 pm	Riverbend	Fire started in Riverbend OCFA said fire jumped 91 Freeway near 241 Pwy.
11/15/08	1:15 pm	Starwood & Mission Hills	Structure Fire
11/15/08	1:25 pm	Livestock Evacuated	Mutt take themselves and must take their own food. 2 Sites Los Alamitos Race Track & Anaheim Equestrian Center (See Logistics)
11/15/08	1:30 pm	Hidden Hills, Green Mountain & Hightree	Antic Fire (27 Homes Lost)
11/15/08	1:35 pm	Stonehaven & Heatheridge	Fire reached
11/15/08	1:35 pm	Savi Ranch	Fire reached
11/15/08	1:40 pm	21000 block of Sutherland	Structure fire
11/15/08	1:42 pm	Avenida Adobe & Granby State of Emergency to Gov/Pres.	Fire reached
11/15/08	2:00 pm	Copper Apts & The Canyons	On Fire
11/15/08	2:15 pm	Stonehaven between Heatheridge & Via de La Rosa	100 homes reported on Fire
11/15/08	2:30 pm	Mandatory Evacuations San Antonio/Village Center/Fairmont	
11/15/08	2:45 pm	Police Resources Checking in at Community Center	
11/15/08	2:45 pm	Via Cono	Structure Fire

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Time	Time Reported	Location	Description and Resources Assigned
11/15/08	2:55 pm	Clearwater	Structure Fire
11/15/08	3:20 pm	Manzanita/Smoketree	Fire reached—On Fire
11/15/08	3:20 pm	Asb-Jumper	
11/15/08	3:20 pm	Dogwood & Cork Circle	Structure on Fire
11/15/08	3:20 pm	Esperanza H.S. Closed	Moved to 250 E. Center Street, Anaheim
11/15/08	3:35 pm	Evac. Village Center Drive w/Lakeview	Evacuation Ordered
11/15/08	4:00 pm	La Palma Avenue	Closed to non-emergency traffic at Weir Canyon
11/15/08	4:30 pm	Valencia H.S.	Opening as evacuation center at 5:00 pm
11/15/08	6:45 pm	B.H. low water calls from residents	
11/15/08	7:15 pm	N. Bantanchury E. of Valley View to Fairmont	Evacuation Ordered. BG Golf Course threatened.
11/15/08	8:00 pm	N. Imperial to Wabash	Evacuation Ordered Mobile Home Park not yet evacuated.
11/15/08	10:05 pm	Shelters Bras (57) VHS (72) Katella (63)	Santa Ana Red Cross EOC closed until 7 am
11/16/08	12:20 am	N/YLB between Fairmont & Village Center	Soft access
11/16/08	12:20 (0:20)	Fairmont Area	OCFA provided list of damaged homes
11/16/08	12:35 am	N/YLB to Bantanchury between Fairmont & Lakeview	Soft access.... Bantanchury to remain closed
11/16/08	1:00 am	VHS Evacuation Shelter	123 registered evacuees
11/16/08	3:45 am	Bryant Ranch Park	Playground equipment burned
11/16/08	4:40 am	Lakepark N/Imperial Wabash & Rose	Being evacuated
11/16/08	5:20 am	30 homes evacuated from Rose Dr. neighborhood	Rose Drive N/Imperial Highway
11/16/08	06:30 am	VHS Evacuation Shelter	95 evacuees
11/16/08	7:00 am	N/YLB between San Antonio & New River	Soft access
11/16/08	08:05 am	All soft access areas	Closed
11/16/08	9:00 am	21850 Feather Welch Pwy YL Blvd Ave Adobe	Flare up
11/16/08	9:15 am	Hidden Hills Area	Flare ups
11/16/08	9:37 am	Landscape irrigation water running 27950 Kern Wy	P & R Follow-up/Done
11/16/08	10:00 am	VHS Evacuation Center	Farmers & Allstate Ins. On Site
11/16/08	10:30 am	Quarterm Horse/Trotter	Grass Fire near homes
11/16/08	1:20 pm	RR Park	Flare-up
11/16/08	2:00 pm	YL Water District	Closing their EOC (City EOC remains Open)
11/16/08	3:05 pm	All Evacuation areas to be allowed back in at 3:30 pm	Red Cross Shelter to remain open, also dispatching counselors and Chaplains to damaged homes to support residents
11/16/08	5:05 pm	Valencia H.S.	No evacuees reported. Site still open

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Time	Time Reported	Location	Description and Resources Assigned
11/16/08	6:43 pm	EOC	EOC Deactivation J-3 form fixed to OA, Control 1 notified

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4243

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10:43:31 PD01 CHGLOC	121 ALPINE LN/RODIAR MOUNTAIN DR ,YB		
10:44:00 PD01 ONSCENE	122		
10:44:44 PD01 MISC	182, SEE IF WE CAN GET TRAVIS RANCH ELEM TO OPEN		
10:45:02 PD01 MISC	182, WILL POSS NEED YL COMMUNITY CENTER		
10:45:52 PD01 CHGLOC	124 MORNING VIEW		
10:46:07 SUP1 MISCX	CLOSE DOWN LP BY GYPSUM CANYON (BY FIRE STATION)		
10:47:26 PD01 MISC	747Y, FIRE CROSSING OVER KODIAR		
10:47:59 PD01 MISC	C96Y, EVAC SCITUWIND/BRUSH CYN		
10:49:58 PD01 MISC	124, NEED UNIT WITH WATER		
10:50:17 PD01 MISC	124, REQ C96Y TO EVENING BREEZE/MORNINGVIEW		
10:50:27 PD01 CHGLOC	C96Y EVENING BREEZE DR/MORNING DEW WY		
10:50:40 PD01 CHGLOCOS	124 EVENING BREEZE DR/MORNING DEW WY		
10:52:40 PD01 MISC	121, KODIAR MTN/EOF ALPINE...FULLY ENGULFED		
10:53:10 PD01 MISC	124, EVENING BREEZE/EVENING STAR...HOMES ABOUT TO GO UP		
10:53:33 SUP1 MISCX	PER ST 26...CLOSE LP/GYP...AND GYP CAN OFF RAMP		
10:53:45 PD01 MISC	124, 87 ON EVENING STAR NOW...FOR C96Y		
10:55:11 PD01 CHGLOCOS	C96Y EVENING STAR		
10:56:31 PD01 MISC	140, BLUE 7 ENR TO FIRE TO ASSIST...C3 PER W/C		
10:56:47 PD01 MISC	140, BLUE 1 ENR TO ASSIST		
10:57:02 CT01 MISCX	182, REPORTS OF FIRE AT BRYANT ELEM		
10:59:03 PD01 MISC	182, MOVE BREA FIRE TO GRN 2...KEEP YL FIRE ON GRN 1		
10:59:28 PD01 MISC	124, CLEAR TO USE THE PA		
11:01:04 SUP1 MISCX	STA 18 IS AVAILABLE TO ASSIST PER LAURA		
11:01:59 PD01 MISC	121, BLUERIDGE IS FULLY ENGULFED		
11:02:13 PD01 BACKUP	C96Y 122		
11:02:13 PD01 ID	122 <1601>JOHNSON, JASON <1348>GOGERTY, SHAWN		
11:02:24 PD01 CHGLOCOS	122 EAST YL AREA		
11:03:14 PD01 MISC	140, BLUE 7 97 AREA...STARTING DOOR TO DOOR		
11:03:44 PD01 MISC	124, 28675 BRUSH CYN...ABOUT TO GO UP		
11:05:05 PD01 MISC	182, START REVERSE 911 TO EVAC HOMES		
11:08:34 PD01 MISC	124, BLUE 7 ADV 27830 TAMASA...VACANT HOUSE CATCHING ON FIRE NOW		
11:09:00 PD01 MISC	124, 28535 EVENING BREEZE...OPEN DOOR...CHECKING INSIDE...DO NOT SEND UNIT YET		
11:09:07 PD01 CHGLOCOS	124 28535 EVENING BREEZE DR ,YBL		
11:09:53 PD01 MISC	182, FIRE ON PICASSO/CAMINO DE BRYANT		
11:11:53 CT01 MISCX	182, TRAFF BACKED UP AT RIVERBEND		
11:13:04 PD01 MISC	140, OCFA, NEEDS 909C AT CAMINO DE BRYANT		
11:13:34 PD01 MISC	182, WILL START PUSHING ALL TRAFFIC DOWN THE HILL FROM LA PALMA AT CAMINO DE BRYANT		
11:14:06 CT01 MISCX	182, RPS CANT GET HER DAD'S HENNAHAN... 6161929 AT 28215 PINE MEAD ... SUBJ WENT BACK TO RES		
11:14:22 PD01 MISC	182, BLUE UNITS HANDLING 909C		
11:15:23 PD01 MISC	182, ATC OCFA...FIND OUT WHERE B/C IS FOR YL FIRE		
11:16:34 PD01 MISC	182, PER OCFA...DIVISION COMMANDER AT JIB PKG LOT AT 91/GRN RIVER		
11:18:37 PD01 MISC	121, HAVE 4 TRUCKS ON BLUERIDGE WITH ME		
11:18:46 PD01 CHGLOCOS	121 BLUERIDGE		
11:20:34 PD01 MISC	124, HOUSES GOING DOWN ON BLUE RIDGE... DOING DOOR KNOCKS		
11:20:49 PD01 BACK-OS	182 BLUE1		
11:20:49 PD01 ID	BLUE1 <1372>CARPENTER, KELLY		
11:21:00 PD01 CHGLOCOS	BLUE1 RB LP AT GYP		
11:21:37 PD01 MISC	223 TORONTO/CDB		
11:22:40 PD01 CHGLOCOS	122 CDB/PATRAMANA		
11:24:29 PD01 BACKUP	182 711		
11:24:40 PD01 CHGLOC	711 GREEN /91		
11:25:52 PD01 CHGLOCOS	182 PICASSO DR/DELACROIX WY ,YBL		
11:27:08 PD01 INSHVCE	182		
11:28:17 PD01 CHGLOCOS	182 CAMINO DE BRYANT/LA PALMA AV ,YB		
11:29:16 PD01 MISC	140, BLUE 1 ADV STA 10 SHUTTING DOWN GYPSUM CYN FROM THE RIVER		
11:30:52 PD01 MISC	140, FIRE MOVING RAPIDLY W/B TWDS LOMAS EAST AND LOS MEDRANOS AREA		
11:31:45 PD01 MISC	140, BLUE 1, IF STA 26 HAS UNIT AVAIL...NEED TO SHUT DOWN EB LA PALMA AT WEIR CYN		
11:32:44 PD01 ONSCENE	711		
11:33:02 PD01 MISC	711, 97 THE COMMAND POST		
11:34:23 CT01 MISCX	RICK FROM SCHOOL DISTRICT WILL BE OPENING UP TRAVIS FOR EVACUATION		
11:35:05 PD01 BACKUP	711 182		

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11:35:05 PD01 ID	182 <1353>HALL, ROGER		
11:35:17 PD01 ONSCENE	182		
11:35:41 PD01 MISC	182, FIRE TO THE REAR OF BRYANT RANCH SCHOOL...BUT BLOG IS IN TACT		
11:36:36 PD01 MISC	140, COMMO POST LOCATED AT GREEN VALLEY RIVER GOLF COURSE...IN THE W/END PKG LOT		
11:36:55 CT01 MISCX	CAPP CALLED OUT		
11:39:36 PD01 MISC	182, ADVISOR WHO IS IN CHARGE OF BREA FIRE?		
11:41:15 PD01 BACKUP	182 326		
11:41:15 PD01 ID	326 <1574>GILBERT, CYNTHIA		
11:42:45 PD01 MISC	124, REQ MASKS FROM THE CAPP UNIT		
11:43:00 PD01 CHGLOCOS	124 BLUERIDGE		
11:43:32 SUP1 MISCX	122, 5655 REFUSAL TO LEAVE PER A NEIGHBOR...NO RESPONSE AT DOOR		
11:43:41 PD01 MISC	182, CONTINUE EVACS...ONE REFUSAL		
11:43:54 PD01 MISC	140, HOUSES BURNING ON BLUERIDGE		
11:44:19 PD01 MISC	140, BLUE 1 ADV AT ALPINE/KODIAR MTN...HOUSES BURNING		
11:44:57 SUP1 MISCX	326		
11:46:51 PD01 MISC	140, BLUE 1 ADV 3 HOUSES FULLY ON ALPINE...FIRE ONSCENE		
11:47:10 PD01 MISC	140, BLUE 4 FIRE STARTING AT RIVERBEND E/OF GYPSUM		
11:48:05 PD01 MISC	140, BLUE 1 GET ETA FROM STA 26 AND STA 10		
11:48:29 PD01 MISC	182, FYI...REQ UNITS TO BOX CYN TO START EVACS		
11:50:16 PD01 MISC	140, BLUE 1, FIRE IN THE RIVERBEND...150 YARDS EOF GYPSUM BRIDGE		
11:50:30 PD01 MISC	140, BLUE 1 ADV FIRE PERSONNEL 97 WITH THEM		
11:50:49 CT01 MISCX	ETA FOR ANA... BEEN ER FOR 10 MINUTES		
11:52:35 PD01 MISC	124, REQ MASKS AND WATER FROM THE CAPP UNITS		
11:53:08 PD01 MISC	140, STA 10 ADV THEY HAVE TWO UNITS W/B OFFRAMP AT GYPSUM		
11:54:26 PD01 MISC	140, NEED GYPSUM BRIDGE SHUT DOWN...NB TRAFFIC...PRE-VENTING FIRE PERSONNEL FROM COMING THRU		
11:55:06 PD01 MISC	182, 746 ENR TO ASSIST BLU 1 AT LA PALMA		
11:56:57 PD01 MISC	124, HOUSES FULLY ENGULFED ON BIG HORN		
11:57:08 PD01 MISC	140, BLU1 FIRE 20 YDS RPT...NEED STA 26 C3 TO SHUT DOWN S/B CAMINO DE BRYANT/LA PALMA		
11:57:21 SUP1 MISCX	PER LT RODRIGUEZ 20RANGELI FOR COORDINATION OF THE BREA		
11:57:23 PD01 MISC	140, 747Y ENR C3		
11:58:49 PD01 MISC	124, FYI...WITH 121 ARE RETREATING A BIT		
11:58:59 PD01 CHGLOCOS	124 BIG HORN		
11:59:04 PD01 CHGLOCOS	121 BIG HORN		
11:59:28 PD01 MISC	140, BLU1 ADV FIRE REACHED THE GYPSUM CYN BRIDGE		
11:59:52 PD01 MISC	223, AT LA PALMA AND LOMAS DE YORBA EAST...BLOCKING TRAFF		
12:00:24 SUP1 MISCX	326		
12:00:27 PD01 CHGLOCOS	223 LA PALMA/LOMAS DE YORBA EAST		
12:00:37 PD01 MISC	140, BLU1 ADV FIRE W/OF GYPSUM BRIDGE		
12:04:16 PD01 MISC	124, RESIDENT ADV ANOTHER HOT SPOT AT 24673 LAS PETRANAS		
12:06:01 PD01 MISC	140, 739 OCFA REF HOT SPOT ON LAS PETRANAS		
12:08:13 PD01 MISC	140, 746Y ADV STA 26 HAS LA PALMA/WEIR CYN		
12:09:40 PD01 MISC	182, 746Y STARTING EVACS		
12:10:42 CT01 MISCX	***10 YD OLD AT LOC. 2790 MT HOOD... CONFUSED, NOT ANSWERING PHONE... RP IS SON IN LAW... RYAN GRAND... 336 9339		
12:10:44 PD01 MISC	182, NEED UNIT TO BLOCK LA PALMA/LOMAS EAST		
12:12:02 CT01 MISCX	CALLER ADVISING ARAGON ON FIRE... 25592 ARAGON, HOUSE		
12:12:10 PD01 MISC	182, FYI...LOT OF RSO UNITS AT THE CP AT BRYANT RANCH SCHOOL		
12:12:25 PD01 MISC	182, BLU1 TO HANDLE THE WELF CHECK AT 2790 MT HOOD		
12:13:01 PD01 CHGLOCOS	326 WEIR/LA PALMA, GRID LOCKED...UNABLE TO SEND ANYONE ANYWHERE		
12:15:19 PD01 MISC	124, REF WELF CHECK NO SUCH ADDR...WILL START AT 27900 AND WORK MY WAY EAST		
12:15:54 PD01 MISC	182, NEED CAPP TO RESPOND TO BRYANT RANCH ELEM		
12:17:14 PD01 MISC	140, BLU1 ADV VEHs BACKED UP TO LA PALMA/CAMINO DE BRYANT		
12:18:07 PD01 BACKUP	122 746Y		
12:18:07 PD01 ID	746Y <1382>JOHNSON, DARYL		

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12:18:30 PD01 MISC	182, SEND RSO UNITS TO S/B VY TO NEW RIVER FOR TRAFF CONTROL		
12:18:40 SUP1 MISCX	*****TRAIN AT WEST CAMINO DE BRYANT ... TRAIN HAS HAZARDOUS MATERIAL IN IT*****		
12:18:54 PD01 CHGLOCOS	122 CAMINO DE BRYANT/DRIVE CT ,YBL		
12:19:18 PD01 MISC	182, KILLO TO CAMINO DE BRYANT/TORONTO		
12:20:00 CT01 MISCX	*** EVACUATION CENTER MOVED TO ESPERANZA HIGH SCHOOL		
12:20:19 U982 ER	182 382K		
12:20:19 U982 ID	382K <1497>BRINTLE, GREG		
12:20:21 CT01 MISCX	NEW COMMAND POST FOR OCFA... YORBA REGIONAL PARK		
12:20:53 PD01 MISC	140, NOW W/B FROM BRIDGE...100 YDS YOB LOMAS EAST		
12:21:11 PD01 MISC	182, NOTIFY BNSF		
12:22:53 PD01 MISC	140, MAJORITY OF FIRE MOVED INTO RIVERBEND		
12:26:36 PD01 MISC	182, CHECK WITH OCFA...FIRE IN THE RIVERBEND...CHECK WITH OCFA IF HOUSES ARE COMPROMISED		
12:29:35 PD01 CHGLOCOS	182 CAMINO DE BRYANT/APPLECROSS LN		
12:29:42 CT01 MISCX	PER OCFA HOUSES THAT ARE ENGULFED 24673 LA PATRAMANA... 25592 ARAGON... 25686 CHICKER		
12:30:00 PD01 MISC	182, CANNOT USE BRIDGE TO CROSS...UNSURE IF STRUCTURALLY STABLE		
12:31:53 PD01 MISC	223, HAS DEAD PORTABLE BATTERY		
12:32:04 PD01 CHGLOCOS	326 YORBA LINDA BL/NEW RIVER ,YBL		
12:32:24 PD01 MISC	182, SPOKE WITH FIRE...BRIDGE IS SOUND...USE THAT TO SEND TRAFFIC S/B OVER TO GYPSUM		
12:32:48 PD01 CHGLOCOS	746Y WEIR/LA PALMA		
12:33:40 PD01 BACKUP	182 702		
12:33:40 PD01 ID	702 <1561>SANCHEZ, MICHELLE		
12:34:05 PD01 MISC	711, CP IS LEAVING GOLF COURSE AND HEADING TO YORBA REGIONAL PARK OFF OF LA PALMA		
12:34:14 PD01 CHGLOC	702 ESPERANZA RD/NEW RIVER ,YBL		
12:34:53 PD01 MISCX	NEED A UNIT TO RESP TO 5670...90 YR OLD PARENTS CANT GET OUT...CANT DRIVE...NEED A UNIT		
12:35:36 PD01 MISC	182, 5670 PICASSO REF ELDERLY COUPLE		
12:36:04 PD01 MISC	140, BLU7 SMOKE TWDS HIDDEN HILLS		
12:36:50 PD01 MISC	140, BLU7 ENR TO HANDLE 5670 PICASSO		
12:37:27 PD01 CHGLOCOS	747Y GAS STA BY ICE PALACE		
12:37:52 PD01 CHGLOCOS	C96Y BRUSH CANYON DR/CAMINO DE BRYANT		
12:38:08 PD01 CHGLOC	747Y 5670 PICASSO DR ,YBL		
12:38:12 PD01 BACKUP	747Y BLUE7		
12:38:12 PD01 ID	BLUE7 <1457>HARVEY, CHRISTOPHER		
12:39:16 PD01 MISC	711, W/B 91 AT THE 241...FIRE IS BURNING		
12:39:12 PD01 MISC	140, 26905 APPLE CROSS ABOUT TO GO UP		
12:40:26 PD01 MISC	711, ON THE SOUTH SIDE OF THE W/B 91		
12:40:46 PD01 MISC	140, 538 OCFA		
12:42:12 PD01 MISC	124 APPLECROSS LN/CAMINO DE BRYANT ,		
12:43:04 PD01 BACKUP	182 VY		
12:43:37 PD01 MISC	VY <8010>CORNELL, WILL		
12:43:42 PD01 ENROUTE	VY		
12:44:11 PD01 MISC	140, 5655 CAMINO DE BRYANT...FIRE TO THE REAR		
12:44:22 PD01 MISC	140, VY HAS WATER AND MASKS		
12:44:27 PD01 ONSCENE	747Y		
12:46:12 PD01 MISC	140, RESIDENT TRAPPED ON VIA LOMAS EAST...NEED UNIT FOR TRAFF CONTROL TO GET THEM OUT		
12:47:25 PD01 CHGLOCOS	122 VIA LOMAS DE YORBA E/LA PALMA AV		
12:47:58 PD01 MISC	122, RESP C3		
12:49:16 PD01 MISC	182, ALREADY 97 LOMAS EAST...NEG 122 C3		
12:49:18 CT01 MISCX	124, URBINE POLICE SENDING UNITS... 2 ANIMAL CONTROLS OFFICERS ALSO ER...		
12:49:35 CT01 MISC	140, LAMARCA RD TO STA 27 FOR EVAC		
12:49:50 PD01 MISC	140, 739 OCFA REF 5608 CAMINO DE BRYANT		
12:51:15 U982 ONSCENE	382K		
12:51:57 PD01 MISC	140, 24-SAMLS, 24-219, 24-237 97		
12:52:07 PD01 MISC	140, 24 UNITS AT ARROYO PARK		
12:52:12 U937 MISC	122, ENOUGH UNITS AT LP/YORBA EAST...CLEARING		
12:52:40 CT01 MISCX	TUSTIN SENDING ONE UNIT		
12:53:05 PD01 MISC	140, T21 FOR 26970 APPLE CROSS...MULT CARS IN THE DRIVEWAY, NO ANS AT THE DOOR		
12:56:16 PD01 MISC	121, HEADING TO ARCO LA/LOMAS EAST		
12:56:25 PD01 CHGLOC	121 LA PALMA AV/VIA LOMAS DE YORBA E		
12:56:59 PD01 ONSCENE	702		
12:58:10 SUP1 MISCX	124, ANS MACH ON T21 TO 26970 APPLECROSS, MSG LEFT TO		

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12:58:27 PD01 MISC

EVAC

13:00:02 PD01 MISC

140, PER 766Y, BRUSH FIRE REAR OF GREEN CREST...200

13:00:49 PD01 MISC

108 FROM COMMUNICATION TOWER

13:05:18 PD01 MISC

140, HAVE OCFA COME UP HIDDEN HILLS TO GRN CREST

13:10:09 SUP1 MISCX

182, MAP BOOK...START WITH HIDDEN HILLS, SAN ANTONIO

13:10:48 PD01 MISC

182, START ON ALL DIRECTIONS FOR THE REVERSE 911 PHONE CALLS...NEED TO T21 FOR EVACS

13:06:30 PD01 BACKUP

182 001

13:06:30 PD01 ID

001 <1295>CONKLIN, JACK

13:06:44 PD01 CHGLOCOS

001 CP/YORBA REGIONAL PARK

13:08:40 PD01 MISC

182, CHM WITH STA 10...SEE IF THEY HAVE FWY BLOCKED OFF AT THE 91 FWY

13:10:09 SUP1 MISCX

STA 18 HAS 20 UNITS ER... DO WE NEED MORE

13:10:48 PD01 MISC

182, PER STA 10...91 FWY CLOSED OFF AT BOTH DIRECTIONS AT IMP

13:12:13 PD01 MISC

711, START WITH 20 STA 18 UNITS...

13:12:43 PD01 BACKUP

182 311

13:12:43 PD01 ID

311 <1181>BRAKEHILL, JERRY

13:12:47 PD01 ONSCENE

311

13:12:54 PD01 MISC

311, HAVE WILSON WITH ME...START EVACS ON HIDDEN HILLS

13:13:45 PD01 MISC

311, FIRE NOW AT RES ON HIDDEN HILLS

13:14:11 PD01 CHGLOC

C96Y ESPERANZA RD/NEW RIVER ,YBL

13:14:57 PD01 MISC

140, 739 WESTMINSTER PD TO RESPOND TO BREA COMM CENTER

13:15:11 PD01 MISC

140, 10-33...CAUGHT ON FIRE...PUT MYSELF OUT

13:15:40 PD01 MISC

140, HIDDEN HILLS/STONEWOOD DR ,YB

13:15:57 PD01 CHGLOC

124, ENR C3

13:16:03 PD01 MISC

415 RP CALLED AND SAID EB YORBA LINDA/VILLAGE CENTER, HB UNITS... OTHER EMER GENCY UNITS STUCK IN TRAFF, RP ADV... WE NEED TRAFF STOPPED BEFORE VC

13:17:39 PD01 MISC

140, 766Y, NEED FIRE...ON STONEHAVEN, HAVE LARGE CHUCKS DROPPING ON ROUSES

13:18:43 PD01 CHGLOC

382K STONEHAVEN

13:19:44 PD01 MISC

182, HAVE HB FIRE B/C WITH NO HOSES...TOP THE REAR OF HEATHER RIDGE...ALL HOMES EVACUATED...NEED STONEHAVEN, ROCK HAMPTON

13:20:06 CT01 MISCX

65 YR OLD MALE... PARTIALLY DEAF... MAYBE STILL IN RES... RP IS NEIL MERCHANT 562 818 1622

13:20:40 PD01 MISC

VY, 4885 GREEN CREST DR...ASSIST WITH EVAC OF AN ELDERLY PERSON

13:20:52 PD01 MISC

311, TO HANDLE GREEN CREST

13:21:34 PD01 ONSCENE

124

13:22:05 PD01 MISC

124, NEED HIM WEST

13:22:27 CT01 MISCX

VILLAGE CENTER... MALE SUBJ IN A SILVER JEEP CHERR... IN LANES SIDEWAYS... SUBJ IS OUT OF VEH IN RED SHIRT... STOPPING TRAFF

13:24:06 CT01 MISCX

RP IS CALLING 21880 DEVERON COVE ADV FIRE ACROSS STREET

13:25:57 PD01 MISC

311, UL ANYONE AT 4885 GREEN CREST

13:26:16 CT01 MISCX

4 CAPP MEMBERS CAN BE DEPLOYED... THEY ARE AT VAL/LAM

13:26:29 PD01 BACKUP

182 781

13:26:29 PD01 ID

781 <1177>WILSON, MICHAEL

13:26:34 PD01 ONSCENE

781

13:26:48 PD01 CHGLOCOS

781 HIDDEN HILLS

13:27:18 U982 ONSCENE

382K

13:27:36 PD01 CHGLOC

BLUE7 5390 LA CRESCENTA , YBL

13:27:41 U992 ONSCENE

781

13:28:14 PD01 BACKUP

152 766Y

13:28:14 PD01 ID

766Y <1395>BLOCH, ROBB

13:28:30 PD01 MISC

140, FIRE AT LOMAS WEST/AVE DE MARCIA

13:29:34 PD01 MISC

746Y, STOP TRAFF AT PALOMAS...NOT GO S/B

13:29:53 PD01 MISC

BLUE7, NO ANS AT DOWR ON LA CRESCENTA

13:30:03 PD01 MISC

781, WILL HAVE PEOPLE TRAPPED...STILL HAVE PEOPLE TRAPPED

13:31:03 PD01 MISC

786Y, NEED FIRE ON STONEHAVEN

13:31:26 PD01 MISC

756Y, NEED FIRE AT STONEHAVEN/CTK HAMPTON

13:32:17 PD01 MISC

781, RESIDENCE AT 21880 DEVERON COVE WEST FULLY ENGULFED

13:32:24 PD01 CHGLOC

124 STONEHAVEN RD/ROCKHAMPTON CT, YBL

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13:33:10 PDOI MISC	140, RP FROM 17277 BRAMBLE....MALE SUBJ IN ALL BLACK... WAS UP IN HILL NEAR VALLEY VIEW... 714	
13:33:12 PDOI MISC	3241395... BILL FOSTER... RP TOOK A PICTURE...	
13:33:18 PDOI MISC	311, FIRE AT ST FRANCIS SCHOOL	
13:33:28 PDOI MISC	140, PER AP THE SUBJ HAD BACK PACK AND WALKED INTO THE HILLS	
13:34:48 PDOI MISC	BL087, UL ANY RESIDENT ON LA CRESCENTA	
13:34:51 PDOI INSRVCE	BL087	
13:35:04 PDOI ONSCENE	756Y	
13:35:13 PDOI CHGLOCOS	121, STONEHAVEN DR/ROCKHAMPTON CT, YB	
13:35:51 PDOI MISC	140, T39 OCFA REF FIRE APPARATUS NEEDED AT THE SCHOOL	
13:38:36 PDOI MISC	124, NEED FIRE ON ABBEYMORE...WHOLE BLOCK UP	
13:39:00 PDOI MISC	756Y, NEED FIRE...NEIGHBORS HOUSE ON FIRE ON SOUTHERLAND	
13:42:24 PDOI MISC	756Y, NEED OCFA AT 21735 SOUTHERLAND...CORNER OF ROCKHAMPTON/SOUTHERLAND	
13:42:51 PDOI BACKUP	001 282	
13:42:51 PDOI ID	282 <1090>MESA, LESTER	
13:42:54 PDOI ONSCENE	282	
13:44:03 PDOI BACKUP	182 BLUE7	
13:44:03 PDOI ID	BL087 <145>HARVEY, CHRISTOPHER	
13:44:06 PDOI ONSCENE	BL087	
13:45:12 PDOI MISC	140, CHECK ADDRESSES...22540 ROLLING HILLS LN AND 24655 HIDDEN HILLS...ASSIST WITH EVAC	
13:45:37 SUP1 MISCK	140, FIRE SEEN BEHIND 4460 SAN ANTONIO...AND 4336 BOBWHITE	
13:45:47 SUP1 MISCK	XFR TO OCFA	
13:45:49 PDOI MISC	140, BACK SIDE OF YORBA WEST...COMMERCIAL BLDGS	
13:46:10 PDOI MISCK	***TRAFFIC CONGESTION ON SAN ANTONIO	
13:49:33 PDOI MISC	C96Y, REQ WELF CHECK 5345 BRENTWOOD	
13:49:45 PDOI MISC	152, TRY TO HANDLE BRENTWOOD	
13:50:16 PDOI MISC	781, SEVERAL HOUSES ON FIRE GREENHAVEN	
13:51:34 PDOI CHGLOC	223 22540 ROLLING HILLS LN, YBL	
13:51:52 PDOI MISC	223, LA ROCCA/AGUA...STRUCTURE ON FIRE	
13:52:13 PDOI MISC	182, START REVERSE 911 TO EASTLAKE VILLAGE	
13:53:21 PDOI CHGLOCOS	182 5345 BRENTWOOD PL, YBL	
13:53:36 PDOI MISC	140, FROM 756 22205 HIDDEN HILLS	
13:53:49 PDOI MISC	140, CORRECTION 22205 ROLLING HILLS	
13:54:17 PDOI MISC	781, SEVERAL HOUSES FULLY ENGULFED ON ABBEYMORE	
13:54:42 PDOI MISC	140, NOTIFY 880 TO SHUT DOWN THEIR SIDE OF CARBON CYN	
13:56:01 PDOI MISC	BL087, APT BLDG ON FIRE ON COPPER CYN	
13:56:38 PDOI MISC	140, 48CYOPD0100 ZAQ IV DATE: 11/15/08 TIME: 13:56 INSURANCE INFORMATION ON FILE POSSIBLE FIRE CODES: A(SCLT882) S(SCLT882) REC VALD FROM: 04/24/08 TO 04/24/09 LIC#:SCLT882 YMD:03 MAKE:FORD BTM 140 VIN 1FAPF34253W206793 R/O: CUTHBERT EDWARD J, OR CUTHBERT MORTUARY A, 5430 COPPER CANYON RD A CITY:YORBA LINDA C.C.:30 ZIP#:92887 SOLD:00/00/03 RCID:08/19/08 OCID:01/06/07 LOCD:19 TYPE:01 00/00/00 00/00/00 CLAS:03 REC STATUS: 05/29/2008 DELINQUENT NOTICE EXTRACTED 06/13/03 SMOG DUE 04/24/09 06/11/03 PREV LIC 39031F CLEARANCE INFORMATION RECORDS: OFFICE WORK DATE TECH/ID SEQ # VALUE FICHE DATE TTC C37 06/07/04 6R 0012 00221.00 00/00/00 H05 C37 03/08/05 6R 0003 00136.00 00/00/00 H05 C37 02/23/06 QA 0010 00129.00 00/00/00 H05 N06 12/29/06 BA 0000 00000.00 00/00/00 C01 C37 01/12/07 60 0006 0000.00 00/00/00 H05 06/12/07 40 7548 00185.00 00/00/00 VOT VFR 08/14/08 VA 7937 00014.00 00/00/00 FR3 607 08/11/15/081356380011 14/21/08 R2 0003 00169.00 08/21/08 H00 04/23/2003-00METER: 10 MILES ACTUAL MILEAGE END 11/15/081356380021 BL087, APPEARS WHOLE BLDG HAS BEEN EVAC 182, NO RESPONSE AT THE DOOR 13:57:24 SUP1 MISCK 140, IN BYKARDS IN LA CORO...CELL 390 9789 13:58:07 PDOI CHGLOC 326 22205 ROLLING HILLS LN, YBL 13:59:05 PDOI MISC 223, AT 22205 ROLLING HILLS...HAVE MALE SUBJ REFUSING TO LEAVE 13:59:50 PDOI MISC 182, 10-33...EVAC HILLS NOW...FIRE ADV ME 14:00:49 PDOI MISC 182, 22305 MISSION HILLS...GOT SUBJ INTO VEN 14:01:19 PDOI MISC 124, 22700 HIDDEN HILLS Page 6	50

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14:36:40 PDOI CHGLOC	ASAP	
14:36:51 PDOI MISC	182 4930 FAIRMONT CT, YBL	
14:37:43 PDOI CHGLOCOS	223 4320 WILLOW TREE LN, YBL	
14:41:33 PDOI MISC	121 4765 DEVONPORT CT, YBL	
14:44:23 PDOI MISC	311, MOVING CF FROM STA 27 TO YL COMM CENTER	
14:45:11 SUP1 MISCK	758, WELF CHECK 22370 STARWOOD...EMPLOYER IN THE BACKYARD	
14:46:24 PDOI MISC	6 HOUSES AWAY FROM 20659 DEDAR, HOUSE IS ON FIRE...RP	
14:47:26 PDOI MISC	693 1033, XFR TO OCFA	
14:47:37 PDOI MISC	121, FIRE IN THE BACKYARD OF 4770 STERLING RIDGE	
14:47:37 PDOI CHGLOC	756Y, T39 REF FULLY ENGULFED HOUSE ON ROCKHAMPTON	
14:47:45 PDOI ONSCENE	7477 22255 ROLLING HILLS LN, YBL	
14:48:04 PDOI MISC	182, FYI...HOUSE NEXT TO 4930 FAIRMONT IS FULLY ENGULFED	
14:48:26 PDOI MISC	140, FLAMES TO THE REAR OF...5105 STONEHAVEN	
14:48:48 PDOI MISCK	ALL ADDITIONAL PERSONNEL RESPONDING TO YL FIRE NEED TO GO TO YL COMM CENTER...SUB STATION IS IN THE PATH OF THE FIRE	
14:49:09 PDOI MISC	140, HOUSE ON FIRE AT 5030 ROCKHAMPTON	
14:49:20 PDOI MISC	GO TO COMM ALL ADDITIONAL PERSONNEL RESPONDING TO YL FIRE NEED TO GO TO YL COMM CENTER...SUB STATION IS IN THE PATH OF THE FIRE (ALSO PUT INFO IN THE YL FIRE CALL)(11/15/08144920001)	
14:49:28 PDOI MISC	140, FIRE NEED TO CRESCENT CUL DE SAC	
14:49:52 PDOI MISC	702, WELF CHECK TO 4740 VIA CORO...ELDERLY MALE	
14:50:19 PDOI MISC	140, FIRE NEEDED AT 5125 STONEHAVEN	
14:50:33 PDOI MISC	223, MALE MALE CONTACTED AND LEFT	
14:50:39 PDOI ONSCENE	223	
14:50:58 PDOI CHGLOC	223 3981 HOLLOW RIDGE CT, YBL	
14:51:58 PDOI CHGLOC	BL087 25517 ARAGON WY, YBL	
14:54:02 SUP1 MISCK	140, PER OCFA, WANTED TO KNOW IF CIVILIAN BURN VICT WAS HELPED, THEY RECDV CALL AT 1403RS. ANNOUNCEMENT MADE OVER GRM 1 NO ACKNOWLEDGEMENT. T39 OCFA.	
14:54:09 PDOI CHGLOCOS	122 4740 VIA CORO, YBL	
14:55:07 PDOI ONSCENE	BL087	
14:56:36 PDOI MISC	140, PER KIL0 UNIT...5 HOUSES ON SAN ANTONIO FULLY ENGULFED	
14:58:25 PDOI CHGLOC	7477 5380 VIA MARIPOSA, YBL	
14:58:51 PDOI MISC	223, NO ONE HOME AT HOLLOW RIDGE	
15:01:29 PDOI MISC	758, FIRE MOVING TOWARD NR/ESP	
15:04:41 SUP1 MISCK	140, HOUSE ON FIRE...4395 DEDAR, XFR TO OCFA.	
15:04:51 U957 INSRVCE	122	
15:06:39 PDOI CLEAR	182 CM	
15:07:18 PDOI CLEAR	223 CM	
15:09:50 PDOI MISC	758, BURNING FAST NR/ESP	
15:18:26 PDOI MISC	758, FIRE BURNING ON THE S/SIDE OF HONDA DEALERSHIP	
15:20:40 PDOI MISC	140, FIRE NOW AT WEIR/LA PALMA	
15:23:08 PDOI MISC	746Y, STOP ALL W/B LA PALMA TRAFF FROM LOMAS WEST	
15:24:48 PDOI BACKUP	711 112 182	
15:24:48 PDOI ID	112 <1408>CONNER, ROBERT	
15:24:48 PDOI ID	182 <1353>HALL, ROGER	
15:25:37 PDOI MISC	140, RESIDENTS ON MCKINLEY STILL STAYING...REFUSING TO EVAC	
15:27:54 PDOI MISC	481K, START AT FAIRMONT/VIC	
15:28:57 PDOI MISC	182, WATER CAUGHT THE PALMS NEAR THE HONDA CENTER	
15:29:23 PDOI MISC	758, HOUSE ON FEATHER FULLY ENGULFED	
15:29:44 PDOI MISC	140, FIRE JUMPED TO THE W/SIDE OF STONEHAVEN	
15:30:18 PDOI MISC	140, FIRE GOING TO JUMP OVER AT WEIR/LA PALMA	
15:30:38 PDOI MISC	140, UNABLE TO GET FIRE APPARATUS IN THERE...BRUSH AREA	
15:31:32 PDOI MISC	746Y, E/B TRAFF ON LA PALMA SHUT DOWN...JUST OPEN	
15:32:51 PDOI MISC	140, TRYING TO CLEAR TR	
15:33:20 PDOI MISC	746Y, FIRE BURNING W/B THRU THE RIVERBED...GETTING READY TO JUMP OVER YL BL ON THE NORTH SIDE OF LA PALMA	
15:33:26 PDOI MISC	BL087, NEED YL BL SHUT DOWN ON NEW RIVER... NO S/B TRAFF	
15:33:32 PDOI MISC	BL087, ALL TREES IN HONDA DEALERSHIP ON FIRE	
15:34:26 PDOI CHGLOCOS	481K YORBA LINDA BL/NEAR RIVER, YBL, SHUTTING DOWN S/B TRAFF	
15:34:32 PDOI ONSCENE	182	
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14:02:03 PDOI MISC	182, NEED AMH NEW RIVER/ESPERANZA	
14:02:19 PDOI MISC	182, NEED RESCUE AND AMH NEW RIVER/ESPERANZA	
14:03:07 PDOI MISC	781, STONERAVE/YL...NEED TO EVAC WHOLE COMPLEX	
14:03:20 SUP1 MISCK	XFR TO OCFA...REF FIRE ON HILLSIDE ON VIA CORONA	
14:03:35 PDOI CHGLOCOS	124 STONEHAVEN DR/YORBA LINDA BL, YB	
14:04:09 PDOI MISC	223, 22540 ROLLING HILLS...CHECKS C4...HE IS REFUSING TO EVAC	
14:05:15 SUP1 MISCK	FIRE BROKE OUT NEAR YL WATER DISTR...RP CALLING FROM 870 BUCHANAN CT	
14:05:17 PDOI MISC	140, PER758...4930 FAIRMONT CIRCLE	
14:05:54 PDOI ONSCENE	326	
14:05:59 PDOI ONSCENE	223	
14:06:33 PDOI BACK-ER	122 415	
14:06:33 PDOI ID	415 <1482>MAYO, JOSEPH	
14:06:52 PDOI MISC	311, ADVISE UNITS AT STONE/YL...TEAM OF 3 HB OFCR TO ASSIST WITH EVAC	
14:08:09 PDOI MISC	124, 4320 WILLOW TREE...NEED UNIT FOR WELF CHECK	
14:08:20 PDOI CHGLOCOS	124 YORBA LINDA BL/FAIRWOOD DE LAS PALO	
14:08:26 U982 MISC	382K, STIRLINGBRIDGE CIRCLE EVACUATED - NO ANSWER AT ANY OF THE RESIDENCES.	
14:08:54 PDOI MISC	756Y, 2 1/2 IN LINE...JUST NEED A HOSE	
14:09:38 PDOI CHGLOCOS	121 STONEHAVEN DR/ELM MOUNTAIN DR	
14:10:31 PDOI MISC	140, NEED CAPP TO HOME DEPOT FOR MASKS AND GOGGLES	
14:10:54 PDOI BACKUP	182 758	
14:10:54 PDOI ID	758 <1291>KANE, MARK	
14:11:00 PDOI MISCK	140, EVACUATIONS...THEY HAVE GOT AS FAR AS HIDDEN HILLS AND VIA DEL AGUA...THEY ANTICIPATE GOING AS FAR AS FAIRMONT/VIC...EVACUATION CENTER IS STILL ESP HIGH WILL PROBABLY MOVE	
14:11:13 PDOI MISCK	RES ON FIRE ON GRANBY...OCFA SR	
14:11:13 PDOI ID	481K <1510>LEKANDER, GEORGE	
14:11:46 PDOI MISC	481K, RES FIRE 4695 VIA MONTE...HOUSE NEXT DOOR	
14:19:36 PDOI MISC	481K 4695 VIA AMANTE, YBL	
14:13:00 PDOI MISC	001, EVAC FOR YL...ESPERANZA HS	
14:13:29 PDOI MISC	140, 610...R/VINE TO THE REAR OF FORBES AND CARMICHAEL IS ON FIRE	
14:14:30 PDOI ONSCENE	758	
14:16:12 PDOI MISC	C96Y, RES ON GRANDVIEW ON FIRE	
14:16:29 PDOI MISCK	FIRE ON DEDAR...	
14:16:49 PDOI MISC	756Y, NEED WATER...WATER WAS TURNED OFF IN THE STREET	
14:17:16 PDOI CHGLOCOS	756Y SOUTHERLAND	
14:17:24 PDOI MISCK	HOUSE IN FLAMES ON VIA DEL SOL	
14:18:18 PDOI MISC	140, FIRE TO THE REAR OF 4940 STONEHAVEN	
14:19:36 PDOI MISC	758, WELF CHECK FOR 22255 ROLLING HILLS	
14:20:17 PDOI MISC	140, HOUSES ENGULFED AT DE LAS ARBOLES/ROJO	
14:20:33 PDOI MISC	140, NEED WELF CHECK AT 3981 HOLLOW RIDGE	
14:21:11 PDOI MISC	140, PAGED WATER DISTRICT	
14:21:11 PDOI MISCK	140, PER CAPT BURNS...MANDATORY EVACUATIONS IN AREA...NORTH OF SCR AND EAST OF BREA BLVD...PLEASE TELL PD AND FIRE IF THEY DO NOT ALREADY KNOW(11/15/0814211-1001)	
14:21:17 PDOI BACKUP	182 382	
14:21:17 PDOI ID	382 1455>COVERT, DAVID	
14:21:26 PDOI CHGLOC	382 1830 KELLOGG DR, AMA	
14:21:52 PDOI PHLYTPE	FINALTYTPE:PC->S04 PR15->31	
14:22:18 PDOI CHGLOCOS	182 STONEHAVEN DR/YORBA LINDA BL, YB	
14:22:29 PDOI MISCK	RP HOUSE ON FIRE ON DORINDA...	
14:23:39 PDOI CHGLOC	223 22255 ROLLING HILLS LN, YBL	
14:25:16 PDOI MISC	140, RES REFUSING TO EVAC...21355 DUNROBIN	
14:26:13 PDOI MISC	124, OPENING FACILITY...ROSE DR CHURCH	
14:29:03 PDOI MISC	140, PER CAPT BURNS...FAMILY MEMBERS ADV 92 YR OLD GRANDMOTHER POSS 97...NEED EVAC	
14:29:36 SUP1 MISCK	20760 PERN CIR, PALM TREE ON FIRE	
14:30:31 PDOI CHGLOC	122 EAST/FAIRMONT	
14:30:31 PDOI MISC	122, WILL HANDLE ESCORT FOR YL WATER DISTRICT	
14:31:21 SUP1 MISCK	HOUSE NEXT DOOR TO 543 BRENTWOOD, ON FIRE	
14:32:34 PDOI MISC	481K, WELF CHECK AT 5380 VIA MARIPOSA...DISABLED MALE WAITING FOR ASSIST	
14:32:46 PDOI MISC	140, ETC AT STONE/STONE...WITH MASKS & GOGGLES	
14:36:31 PDOI MISC	756Y, STRUCTURE ON FIRE ON ROCKHAMPTON...NEED FIRE	
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16:23:07	PD01 BACKUP	182 821	
16:23:07	PD01	821 <1315>ALONZO, RUBEN	
16:23:13	PD01 CHGLOCOS	821 YORBA REGIONAL	
16:23:43	PD01 CHGLOCOS	702 PASO DE LAS PALOMAS/YORBA LINDA	
16:23:49	PD01 MISC	702, REQ UNIT REF 415 SURJ	
16:23:58	PD01 MISC	702, BLUET TO FOLLOW 702	
16:24:46	PD01 MISC	124, EVERYTHING EVAC ON V/C...E/OF	
16:25:18	PD01 MISC	AT ARCHSTONE... FIRE TRUCK OS FIGHTING FIRE AND THR	
16:25:56	PD01 MISC	ARE LOOTERS TAKING THINGS FROM APTS... NEAR FIRE TRUCK	
16:26:26	PD01 MISC	415, EVERYONE ADVISED TO EVAC...ON SMOKEFREE FROM	
16:27:34	PD01 MISC	MANANITA TO JUNIPER	
16:28:56	PD01 MISC	223, EVAC NOF BAST BETWEEN VC/FAIRMONT	
16:29:56	PD01 MISC	124, WITH KILLO...EVAC W/OF V/C STARTING WITH PEPPER	
16:30:56	PD01 MISC	AND BEACH	
16:32:07	PD01 CHGLOCOS	140, KILLO ADV EVAC ON PEPPER SOF CASIO...TEAM OF 3	
16:32:21	PD01	HEADED 8/8 FROM THERE	
16:34:04	PD01 MISC	781 CASINO RIDGE	
16:35:32	PD01 MISC	481K LARVINE EVAC EVERYTHING ON W/SIDE OF THE	
16:36:34	PD01 MISC	750, FIRE JUMPED LA PALMA...NOW ON ESP SIDE OF THE	
16:37:57	PD01 MISC	TRUCKS	
16:38:58	PD01 MISC	415, NEED UNIT ON SINGINGBIRD TO ASSIST WITH EVAC	
16:41:49	PD01 MISC	415, SINGINGBIRD LOC LEFT ON FAIRMONT FROM VC...FIRST	
16:43:07	PD01 MISC	RIGHT	
16:44:19	PD01 MISC	223, 3590 VISTA GLEN...GARAGE DOOR OPEN...BOX OF	
16:45:07	PD01 MISC	DYNAMITE	
16:46:31	PD01 CHGLOCOS	140, T39 STA 18	
16:46:42	PD01 MISC	140, 825...STA 18 SENDING UNITS TO CHECK THE DYNAMITE	
16:50:33	PD01 MISC	BLUET, 97 VISTA GLEN AND RIDGE CREST	
16:50:50	PD01 MISC	BLUET, CORRECTION 97 VISTA GLEN/RIM CREST	
16:51:14	PD01 CHGLOCOS	140, PER BLUE 7...FIRE BURNING UP TO RIM CREST...UNITS	
16:51:17	PD01 MISC	DOCS RESPOND TO RIM CREST	
16:54:53	PD01 MISC	140, PER BLUE 9...NEED A UNIT TO MOVE THE MOTORISTS	
16:55:55	PD01 CHGLOCOS	FROM	
16:56:02	PD01 MISC	481K TOP/RIM CREST, STUCK...CANT COME DOWN FROM THE	
16:56:29	PD01 MISC	TOP...STUCK BY FIRE	
16:56:45	PD01 MISC	122 <1601>JOHNSON, JASON <1348>GOGERTY, SHAWN	
16:56:45	PD01 MISC	382K STUCK/RIMCREST	
16:56:45	PD01 MISC	124 STUCK/RIMCREST	
16:56:45	PD01 MISC	750, HAVE EAST BOUND CONED OFF...	
16:56:45	PD01 MISC	C96Y, FIRE COMING DOWN BRIDGE	
16:56:45	PD01 MISC	750, WITH T23 AS LONG AS I CAN...THEN WILL LEAVE TO THE	
16:56:45	PD01 MISC	COMES	
16:56:45	PD01 MISC	751Y WEIR CANYON RD/ESPERANZA RD, YBL, ...FIRE INTO	
16:56:45	PD01 MISC	751Y, AFRID CARB WILL EXPLODED	
16:56:45	PD01 MISC	223, ROAD FLARES IN GARAGE CK'D C4	
16:56:45	PD01 MISC	4083007 PD01 BLUET1 BLUES BLUES BLUES BLUES BLUES	
16:56:45	PD01 MISC	BLUET10 <1512>ALPARGA, LUIS	
16:56:45	PD01 MISC	BLUES3 <1379>PETRONELLA, MICHAEL	
16:56:45	PD01 MISC	BLUES6 <1369>BARCELINO, CHRISTOPHER	
16:56:45	PD01 MISC	BLUES7 <1457>HARVEY, CHRISTOPHER	
16:56:45	PD01 MISC	BLUES8 <1483>WOOD, CHRISTOPHER	
16:56:45	PD01 MISC	BLUES9 <1486>MONTALVO, WILLIAM	
16:56:45	PD01 MISC	BLUES <1513>FERRARO, SCOTT	
16:56:45	PD01 MISC	BLUES10	
16:56:45	PD01 MISC	BLUES11	
16:56:45	PD01 MISC	BLUES12	
16:56:45	PD01 MISC	BLUES13	
16:56:45	PD01 MISC	BLUES14	
16:56:45	PD01 MISC	BLUES15	
16:56:45	PD01 MISC	BLUES16	
16:56:45	PD01 MISC	BLUES17	
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16:56:45	PD01 MISC	BLUES27	
16:56:45	PD01 MISC	BLUES28	
16:56:45	PD01 MISC	BLUES29	
16:56:45	PD01 MISC	BLUES30	
16:56:45	PD01 MISC	BLUES31	
16:56:45	PD01 MISC	BLUES32	
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16:56:45	PD01 MISC	BLUES40	
16:56:45	PD01 MISC	BLUES41	
16:56:45	PD01 MISC	BLUES42	
16:56:45	PD01 MISC	BLUES43	
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16:56:45	PD01 MISC	BLUES62	
16:56:45	PD01 MISC	BLUES63	
16:56:45	PD01 MISC	BLUES64	
16:56:45	PD01 MISC	BLUES65	
16:56:45	PD01 MISC	BLUES66	
16:56:45	PD01 MISC	BLUES67	
16:56:45	PD01 MISC	BLUES68	
16:56:45	PD01 MISC	BLUES69	
16:56:45	PD01 MISC	BLUES70	
16:56:45	PD01 MISC	BLUES71	
16:56:45	PD01 MISC	BLUES72	
16:56:45	PD01 MISC	BLUES73	
16:56:45	PD01 MISC	BLUES74	
16:56:45	PD01 MISC	BLUES75	
16:56:45	PD01 MISC	BLUES76	
16:56:45	PD01 MISC	BLUES77	
16:56:45	PD01 MISC	BLUES78	
16:56:45	PD01 MISC	BLUES79	
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16:56:45	PD01 MISC	BLUES227	
16:56:45	PD01 MISC	BLUES228	
16:56:45	PD01 MISC	BLUES229	
16:56:45	PD01 M		

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19:59:40 PD01 MISC	392K, ADV 1 PERSON WILL BE SUFF.....NEED CONES	
19:59:46 CT02 MISC	140, T39 CHP TO SHUT DOWN BOTH SIDES OF 57/TONNER -	
20:00:01 PD01 ONSCENE	481K	
20:00:06 PD01 CHGLOC	311 VALLEY VIEW AV/BASTANCHURY RD ,Y	
20:01:12 PD01 MISC	481K, TO 311 TAKE SOUTH OF THE INTERSECTION DONT LET	
20:01:22 PD01 INSRVICE	121	
20:01:22 PD01 INSRVICE	124	
20:03:35 PD01 MISC	751, TO 311 T21 MY CELL	
20:04:09 PD01 ONSCENE	311	
20:05:15 PD01 MISC	481K, TO CP DO WE HAVE ANY BATTERIES MINE IS DEAD	
20:06:23 PD01 CHGLOC	416 VALLEY VIEW AV/BASTANCHURY RD ,Y, ERT TO 481K'S	
20:07:06 PD01 MISC	LOC RRA PACSET BATT	
20:07:37 PD01 MISC	182, TO 481K 2 ADDL UNITS ERT TO VV/BAST	
20:07:47 PD01 MISC	382K, HAVE FOUNTAIN VALLEY 97	
20:08:13 PD01 MISC	382K, TO 481K SWITCH IT TO FLASHING RED	
20:09:19 PD01 CHGLOCOS	311 IMPERIAL HY/VALLEY VIEW AV, YBL, STA 25 SHUTTING	
20:09:58 PD01 MISC	DOWN NB VV FROM IMP.....WILL BE PUT ON FLASHING RED	
20:10:27 PD01 BACK-OS	326, CONTACT RED CROSS.....THEY ARE TELLING PPL	
20:10:27 PD01 ID	TRAVIS RANCH IS EVAC SITE	
20:10:34 PD01 INSRVICE	140 BLI	
20:14:58 PD01 MISC	811 <1178>TIBBETTS,JAMES	
20:15:06 PD01 CHGLOC	416 BLKIN EB BAST/IMP	
20:17:24 PD01 ONSCENE	416	
20:17:42 PD01 BACKUP	834 834	
20:17:42 PD01 ID	834 <1576>BRIOSIO,OMAR	
20:17:46 PD01 BACK-OS	326	
20:21:34 PD01 CHGLOC	327 SAN ANTONIO RD/VIA CORZO ,YBL, ERT FOR 909C	
20:22:39 PD01 BACK-OS	#083200140 BLUE1 BLUE10 BLUE4 BLUE6 BLUE9	
20:22:39 PD01 ID	BLUE1 <1372>CARPENTER,KELLY	
20:22:39 PD01 ID	BLUE10 <1512>ALFARO,LUIS	
20:22:39 PD01 ID	BLUE4 <1490>MARTINEZ,ROBERT	
20:22:39 PD01 ID	BLUE6 <1569>MARSLAND,CHRISTOPHER	
20:22:39 PD01 ID	BLUE9 <1486>MONTALVO,WILLIAM	
20:22:52 PD01 CHGLOC	BLUE1 LAKEVIEW AV/VALLEY VIEW AV, YBL	
20:27:47 PD01 MISC	382K, LA CONECTA OFF BAS/VV NEEDS PA ANNOCE FOR EVAC	
20:30:30 PD01 CHGLOC	215 BASTANCHURY RD/IMPERIAL HY, YBL, ERT TO ASST WITH	
20:31:50 PD01 ONSCENE	SHUTDOWN	
20:38:00 PD01 MISC	834	
20:38:53 PD01 CHGLOC	327, NEED UNIT TO SHUT DOWN NB LV AT BAST	
20:39:53 U992 PREEMPT	215 LV/BAS, TAKING THE NB CLOSURE	
20:41:52 PD01 MISC	C96Y	
20:42:15 PD01 CHGLOCOS	327 SAN ANTONIO RD/ALDER AV, YBL	
20:42:37 PD01 MISC	746Y, FIND OUT IF DRANK HAS BEEN EVAC	
20:45:03 PD01 MISC	746Y, PER 132 AFFIRM	
20:45:52 PD01 CHGLOCOS	761 91/GREEN RIVER, TS FROM YL/PALOMAS	
20:48:52 PD01 CHGLOC	215 3700 N ROSE DR, YBL	
20:56:41 PD01 BACK-OS	811 836	
20:56:41 PD01 ID	836 <1516>GREEN,TERRENCE	
20:56:45 PD01 CHGLOCOS	836 CP	
20:59:24 PD01 MISC	311, 18 HANDING PATROL CALS ON GRY 6 5 DEPS AND 1	
21:01:45 PD01 PREEMPT	SET100-0900...AT 0900 WE'LL HAVE ANOTHER 5 DEPS AND	
21:04:11 U964 ONSCENE	SGT COMING ON.....CONTACT SGT WREN AT THE CP AT	
21:06:23 PD01 MISC	YORBA REGIONAL	
21:06:36 PD01 BACK-ER	BLUE1	
21:06:36 PD01 BACK-ER	326 325	
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21:06:36 PD01 ID	325 <1258>FLEIG,DEAN <1026>VUKELICH,WILLIAM	
21:06:43 PD01 CHGLOC	325 VIA DEL AGUA/YORBA LINDA BL, YBL	
21:11:49 PD01 INSRVICE	781	
21:12:28 PD01 MISC	327, NEED DOR/YORBA RANCH SHUT DOWN	
21:14:08 PD01 ID	781, *** 91 STILL CLOSED IN ALL DIRECTIONS ***	
21:15:32 PD01 BACK-ER	326 425	
21:15:32 PD01 ID	425 <1492>SALCIDO,RICHARD	
21:16:19 PD01 CHGLOC	425 DORRIN AV/YORBA RANCH RD, YBL	
21:18:37 PD01 ONSCENE	425, BLKIN EB YL AT YORBA RANCH	
21:20:25 PD01 BACK-OS	415 702	
21:20:25 PD01 ID	702 <1561>SANCHEZ,MICHELE	
21:21:21 PD01 MISC	311, T39 702 NEEDS TO BE RECEIVED YL/PALOMAS	
21:22:32 PD01 BACK-OS	140 826	
21:22:32 PD01 ID	826 <1393>VANAGS,MICHAEL	
21:23:09 PD01 MISC	311, NEED UNIT TO ASSES YL/PALOMAS.....DO WE NEED THAT	
21:23:56 PD01 INSRVICE	CLOSURE?	
21:26:42 PD01 CHGLOC	215 VIA DEL AGUA/YORBA LINDA BL, YBL	
21:27:02 PD01 ONSCENE	325	
21:37:56 PD01 ONSCENE	215	
21:49:12 PD01 CHGLOCOS	311 VALLEY VIEW AV/BASTANCHURY RD, Y	
21:49:23 PD01 CHGLOC	702 CP	
21:53:03 PD01 MISC	382K, ALL 909C CLEARED BAS/VV DO WE NEED TO HOLD	
22:03:35 U955 MISC	POSITION	
22:03:37 U955 MISC	311, REG INQUIRY LIC/DLEEO7	
22:04:38 PD01 CHGLOC	311, REG INQUIRY LIC/DLEEO7	
22:07:21 PD01 PREEMPT	415	
22:07:29 PD01 PREEMPT	747Y	
22:08:54 PD01 BACK-PRE	BL1 BLUE1	
22:08:54 PD01 ID	BLUE1 <1372>CARPENTER,KELLY	
22:08:56 PD01 ENROUTE	BLUE1	
22:13:24 SUP1 CHGLOCOS	821 YL CP W/252-TILL 2300	
22:13:44 PD01 MISC	758, 758 IS NO ACK WAS AT THE CP APPRXO 1/2 TO 1 HR	
22:17:07 PD01 MISC	AGO,....CP WILL CHK AROUND	
22:18:25 PD01 INSRVICE	758	
22:19:07 PD01 MISC	325, CIT JUST ADV 3 MALES VIA DEL AGUA NORTH OF YL	
22:19:42 PD01 INSRVICE	BLUE1	
22:20:16 PD01 MISC	311, NEW RIVER/ESP STA 25 UNITS NEED RELIEF BY 2300 IF	
22:20:31 PD01 MISC	POSSIBLE	
22:25:28 PD01 CHGLOCOS	311, CP WILL HANDLE MIN OF 2 PREFER 3	
22:30:21 PD01 BACK-OS	BLUE9 91/GREEN RIVER, 98 COMPLETED FROM HEATHERWOOD	
22:30:21 PD01 ID	140 BLUE1	
22:31:58 PD01 PREEMPT	BLUE1 <1372>CARPENTER,KELLY	
22:32:58 PD01 CHGLOC	BLUE4 CP, ERT CP TO 911 WITH 311	
22:40:54 PD01 MISC	140, CAP# 5015 AT ESP/DOMIGUEZ RANCH	
22:41:59 PD01 BACK-OS	702 311	
22:41:59 PD01 ID	311 <1578>HOLMES,NEAL <1580>SEAMANS,MARK	
22:43:53 PD01 PREEMPT	826	
22:43:53 PD01 PREEMPT	382K	
22:43:53 PD01 PREEMPT	481K	
22:54:54 PD01 BACK-OS	140 747Y 415	
22:54:54 PD01 ID	747Y <1505>BAKER,STEPHEN	
22:54:54 PD01 ID	415 <1482>MAYO,JOSEPH	
22:55:05 PD01 CHGLOC	415 GYPSUM CANYON RD/W 91 FY, YBL, ERT FOR THE	
22:55:18 PD01 CHGLOC	CLOSURE	
22:55:22 PD01 CHGLOC	415 GYPSUM CANYON RD/W 91 FY, YBL, ERT FOR THE CLOSURE	
22:55:44 PD01 MISC	311, T39 REF GYPSUM CLOSURE	
22:59:10 U966 INSRVICE	415	
23:00:35 PD01 ONSCENE	747Y	
23:01:40 PD01 ONSCENE	425	
23:01:40 PD01 CHGLOCOS	747Y GYPSUM CANYON RD/LA PALMA AV, YB	
23:01:45 PD01 CHGLOCOS	425 GYPSUM CANYON RD/LA PALMA AV, YB	
23:03:45 U983 ONSCENE	415	
23:04:27 PD01 BACK-OS	140 882	
23:04:27 PD01 ID	882 <1343>PORTO,SANTO	
23:04:28 PD01 CHGLOCOS	882 AV DE CHRISTINE, RES FULLY INVOD 91 OS	
23:09:22 PD01 MISC	746Y, I NEED RELIEF SUPPOSED TO BE EOW AT 2300	
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23:10:14 PD01 MISC	746Y, T39 311	
23:11:20 U955 MISC	311, REG INQUIRY LIC/4LKL694	
23:11:42 PD01 MISC	416, OCBC IS SAYING WE CAN LET RESIDENTS IN ON	
23:13:39 PD01 MISC	VC.....BC FORSYTHE IS THE ONE THAT SAID ITS	
23:16:23 U955 MISC	OK.....311 WILL HAVE TO CONFIRM THAT	
23:16:40 U955 MISC	OR.....TO 746Y WE'RE SENDING SOMEONE FOR RELIEF	
23:16:45 PD01 CHGLOCOS	311, REG INQUIRY LIC/5DVH542	
23:16:47 PD01 MISC	311, REG INQUIRY LIC/5DVH542	
23:17:53 PD01 MISC	834 91/GREEN RIVER, TS ROVER	
23:18:32 PD01 CHGLOCOS	834, CONES PUT UP AT MY INTERSECTION..IM TS	
23:18:54 PD01 CHGLOC	ROVING(11/15/0821647001)	
23:19:06 PD01 CHGLOC	415, NUMEROUS FOUNTAIN VALLEY UNITS AT GYP AND LP	
23:19:46 PD01 PREEMPT	215 LV/BAS	
23:20:42 PD01 INSRVICE	415 LV/BAS	
23:20:42 PD01 INSRVICE	BLUE1	
23:20:42 PD01 INSRVICE	BLUE9	
23:20:42 PD01 INSRVICE	BLUE6	
23:24:21 PD01 CHGLOCOS	415 91/GREEN RIVER	
23:26:18 PD01 INSRVICE	746Y	
23:27:36 PD01 PREEMPT	311	
23:28:59 PD01 INSRVICE	746Y	
23:28:59 PD01 INSRVICE	751Y	
23:31:22 PD01 MISC	833, NEED ADDL FLAIRS FROM 661.....T39	
23:32:47 SUP1 MISC	756Y, EOW 0600	
23:34:14 PD01 MISC	833, AT 4785 SKY RIDGE.....HAVE STA 21 CHKIN 925 CIR	
23:36:42 PD01 MISC	415, NUM FLAREUP 22345 LP ADV FIRE	
23:36:46 PD01 PREEMPT	215	
23:41:20 PD01 INSRVICE	BLUE1	
23:45:32 SUPV INSRVICE	756Y	
23:45:57 PD01 CHGLOCOS	833 CP	
23:46:38 PD01 CHGLOC	416 CP, ERT CP FROM NEWRIVER/YL	
23:47:28 PD01 INSRVICE	412	
23:53:22 PD01 MISC	833, STA 21 UNITS ARE 98 FROM SKY RIDGE.....NEIGHBORS	
23:57:11 PD01 MISC	ADV THEY KICKED THE DOOR TO SEE IF ANYONE WAS HOME	
23:57:18 PD01 ONSCENE	425, AT CADET NEED MASKS AND 2 GOGGLES	
23:57:28 PD01 MISC	425, 661 IS ERT	
11/16/08		
00:05:03 SUPV MISCK	BRUSH FIRE SAN ANTONIO/CASINO RIDGE AREA...RP XFR TO	
00:06:06 PD01 PREEMPT	415	
00:10:30 PD01 ONSCENE	416	
00:19:36 PD01 MISC	833, ***RESIDENTS ARE NOW ALLOWED IN FAIRMONT TO SAN	
00:21:57 PD01 CHGLOC	ANTONIO NORTH OF YL.....WITH ID****	
00:22:53 PD01 BACK-OS	326 CP	
00:23:02 PD01 CHGLOCOS	412 YORBA LINDA BL/NEW RIVER, YBL, NEED RELIEF FOR T56	
00:23:17 PD01 ID	834	
00:23:19 PD01 BACK-ER	412 834	
00:23:19 PD01 ID	834 <1576>BRIOSIO,OMAR	
00:24:36 PD01 MISC	833, UNDERCOVER BLU HONDA ACCORD DRIVING AROUND	
00:26:31 PD01 BACK-OS	FAIR/BASTANCHURY INCASE WE GET CALLS	
00:26:31 PD01 ID	140 415	
00:26:39 PD01 CHGLOCOS	415 <1482>MAYO,JOSEPH <1377>MOON,DANIEL	
00:33:19 PD01 CHGLOCOS	416 NORTH SIDE OF THE COMMUNITY CEN	
00:38:23 PD01 MISC	282, RE-ESTABLISHING CP AT IRVINE PARK WILL ADV WHEN	
00:38:32 PD01 CHGLOC	WE'RE 97	
00:41:12 PD01 MISC	282 IRVINE PARK/CP	
00:41:26 U963 PREEMPT	311, TO 001 HAVE ODN T21 MY CELL	
00:49:34 PD01 CHGLOCOS	326	
00:52:39 U963 INSRVICE	834 ROVER	
00:55:33 PD01 MISC	416	
00:56:27 U983 CLEAR	415 CO	
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00:56:50 PD01 MISC	833, CHKIN FOR CABLES	
01:07:19 U959 MISC	327, REG INQUIRY LIC/7B51763	
01:09:56 PD01 BACK-OS	412 837	
01:12:01 PD01 BACK-OS	140 415	
01:12:01 PD01 ID	415 <1482>MAYO,JOSEPH <1377>MOON,DANIEL	
01:12:01 PD01 CHGLOCOS	415 ROVER E/END	
01:12:28 PD01 INSRVICE	412	
01:13:10 PD01 CHGLOCOS	425	
01:13:10 PD01 MISC	425, 926, FOR JUMP AND GAS BAST AND LAKEVIEW(11/16/08-	
01:13:55 PD01 MISC	01310001)	
01:21:07 PD01 MISC	425, 926 BREA TOW3,	
01:21:25 PD01 PREEMPT	415, THIS UNIT HAS SOME SPECIAL MECHANISM ON IT MIGHT	
01:24:33 SUPV MISCK	HAVE TO TOW	
01:25:16 PD01 MISC	311, BUSH FIRE AT 13TH GREEN OF BLACK GOLD ON FIRE. T39	
01:26:32 PD01 MISC	OCFA	
01:26:58 PD01 MISC	833, HAVE STA 21 UNITS CHKIN 27005 BIG HORN	
01:39:04 PD01 PREEMPT	MOUNTAIN.....ATL T21	
02:07:00 SUP1 ONSCENOK	833, PER PRIORS 714 692 9621	
02:14:43 CT01 BACK-OS	833, ANS MACHINE ON T21	
02:14:43 CT01 ID	382	
02:14:43 CT01 BACK-OS	837 328	
02:14:43 CT01 CHGLOCOS	328 BAST/LAKEVIEW	
02:14:43 CT01 BACK-OS	836 YORBA LINDA BL/NEW RIVER, YBL	
02:14:43 CT01 ID	836 661	
02:14:43 CT01 BACK-OS	836 661	
02:14:43 CT01 ID	836 <1571>ISHIDA,NATHAN	
02:14:43 CT01 PREEMPT	836	
02:14:43 CT01 PREEMPT	837	
02:14:43 CT01 PREEMPT	837	
02:51:20 PD01 MISC	327, OCFA GOING 98 FROM SAN ANTONIO 913 TO LET	
02:51:24 PD01 CHGLOC	RESIDENTS BACK IN	
03:03:21 U959 ONSCENE	327	
03:15:20 PD01 INSRVICE	821	
03:15:28 PD01 CHGLOCOS	711 IRVINE/CP	
03:15:43 PD01 CHGLOCOS	882 CP	
03:17:43 PD01 ONSCENE	252	
03:18:39 PD01 BACK-OS	140 848	
03:18:39 PD01 ID	848 <1406>MCKENNEY,DARRELL	
03:18:51 PD01 CHGLOCOS	848 VALLEY VIEW AV/LAKEVIEW AV, YBL	
03:19:14 PD01 CHGLOC	327 BASTANCHURY RD/VALLEY VIEW AV, Y	
03:21:41 PD01 CHGLOCOS	001 CASALOMA/CP	
03:22:43 PD01 INSRVICE	BLUE3	
03:23:27 PD01 ONSCENE	327	
03:25:07 PD01 CHGLOCOS	833 CASA LOMA COMMAND POST	
03:25:16 PD01 CHGLOCOS	882 CASA LOMA COMMAND POST	
03:29:16 PD01 BACKUP	#083200140 836 837	
03:29:16 PD01 ID	836 <1516>GREEN,TERRENCE	
03:30:20 PD01 MISC	836, TO ROVER UNITS VEH SEEN CASING THE AREA RED	
03:30:41 PD01 BACK-OS	836 813	
03:30:41 PD01 ID	813 <1455>WHEEL,SHAWN	
03:30:41 PD01 CHGLOC	813 AV ADOBE/FEATHER	
03:31:31 PD01 CHGLOCOS	836 NEW RIVER/YORBA LINDA BL, YBL	
03:31:31 PD01 CHGLOCOS	837 NEW RIVER/YORBA LINDA BL, YBL	
03:31:59 PD01 BACK-OS	140 326	
03:31:59 PD01 ID	326 <1574>GILBERT,CYNTHIA	
03:32:21 PD01 CHGLOCOS	326 PASO DE TORONTO/CAMINO DE BRYAN	
03:32:20 PD01 MISC	326, 10 39 FIRE, PASO DE TORONTO, CAMINO DE BRYAN	
03:33:44 PD01 ONSCENE	THE PLAY GROUND EAST OF THE SCHOOL, EMBERS ARE STILL	
03:36:25 PD01 ID	WORKING AND ARE BLOWING TOWARDS THE SCHOOL. SMALL	
03:37:19 PD01 MISC	FIRES THROUGH OUT PLAYGROUND, WIND BLOWING(11/16/0803-	
03:40:40 PD01 CHGLOCOS	326 24695 PASO DE TORONTO, YBL	
03:42:34 PD01 DUP-OF	083210046 TO 083200140, 326 OS	
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Printed for: PD01/C031		Tue Jan 06 14:25:18 2009	
03:45:03	PD01 MISC	325 GA	
13:49:08	PD01 MISC	327, HAVE STA 17 RESPOND FOR 2 LOOSE DOGS	
03:50:11	PD01 MISC	327, L/S NB VV TWDS EAST	
13:52:03	PD01 MISC	327, T39 STA 17	
03:58:55	PD01 MISC	140 834	
13:59:55	PD01 ID	834 <1576>BRIOSO,OMAR	
03:59:08	PD01 CHGLOCOS	834 21514 HAMKEYE RIDGE CR ,YBL	
03:59:22	PD01 MISC	326, FIRE OS	
14:00:07	PD01 MISC	834, JUST SPOT FIRES ON THE SLOP.....T39 OCFA	
04:04:44	PD01 CHGLOC	326 24674 LAS PATRANAS ,YBL	
14:04:47	PD01 MISC	326, 48CYOP00100 ZAQ-1V DATE: 11/16/08 TIME: 04:04	
		INSURANCE INFORMATION ON FILE POSSIBLE FILE CODES:	
		C17R5194) S17R5194) REG VALID FROM: 12/31/07 TO	
		12/31/08 LIC#7895194 YRMD:96 MAKE:FORD BTM :PK VIN	
		1PTFC1405TPA29706 R/O :BROWN JJ JEFFERY, 6477 KAISHA	
		87 CITY:CORONA C.C.:33 ZIP#92880 NCID:01/05/08	
		OCID:03/12/05 LODC:9 TYPE:31 POWR:G AXLE:2 NGHT:03264	
		VER 137 BODY:1P CLAS:BE --YR:05 REC STATUS: 10/08/2008	
		REMARK NOTICE EXTRACTED 01/10/07 3MOG DUR 12/31/08	
		03/01/05 PREV LIC 957919P CLEARANCE INFORMATION	
		SALES OFFICE WORK DATE 12/04/2004 REG # VALUE FICHE	
		DATE TTC 586 03/01/05 38 0026 00617.00 00/00/00 B00	
		586 01/15/05 37 0020 00309.00 PRIOR SUSPENSE 143	
		01/08/06 36 5658 00105.00 00/00/00 POT 143 01/10/07 51	
		8953 00117.00 00/00/00 POT V32 01/05/08 J9 0002	
		00095.00 00/00/00 H00 142 12/21/07 51 8254 00099.00	
		PRIOR SUSPENSE 12/04/2004-OMETER: 30,971 MILES	
		ACTUAL MILEAGE END (11/16/08)0447001	
04:14:09	PD01 ONSCENK	326, UP ON THE M/C	
04:14:42	PD01 MISC	326 UP, SUBJ SAW ME WITH FLASHLIGHT, NO MC	
04:23:02	PD01 CHGLOCOS	834 91/GREEN RIVER, 98	
04:38:54	PD01 PREEMPT	834	
04:44:45	PD01 MISC	811, CHECK WITH STA 17..TO ASSIST WITH INJURED	
		HORSE... CC/BREA HILLS	
04:47:40	PD01 PREEMPT	836	
04:56:15	PD01 MISC	839, T39 OCFA ECO REF LP/VSU EVACS	
05:14:39	PD01 BACK-OS	001 211	
05:14:39	PD01 ID	211 <1376>DEVEREUX,DARRIN	
05:15:47	PD01 MISC	140, 3 BUSES AND ONSITE COORDINATOR FROM GG AND	
		ANHEIM AREA BR(11/16/08)1547001	
05:26:36	PD01 BACK-ER	001 311	
05:26:36	PD01 ID	311 <1181>BRACKETT,LETTY	
05:28:08	PD01 MISC	425, ADV IF THEY ARE LETTING TRAFF THRU FAIR/BAS	
05:28:26	PD01 MISC	835, THEY CAN HEAD EB BUT NOT NB	
05:36:44	PD01 ONSCENE	811	
05:38:31	PD01 BACK-ER	001 751	
05:38:31	PD01 ID	751 <1177>WILSON,MICHAEL	
05:38:48	PD01 CHGLOC	751 IRVING REGIONAL CP	
05:43:56	PD01 CHGLOCOS	837 CDB, LARGE FLAREUP VISIBLE FROM NEW RIVER/YL	
05:44:55	PD01 MISC	837, REG INQUIRY LIC/6193547	
05:47:21	PD01 BACK-ER	282 851	
05:47:21	PD01 ID	851 <1342>LIEVER,RICHARD	
05:47:55	PD01 ONSCENE	781	
05:49:24	PD01 MISC	282, AT THE STA 18 COMMAND POST....MAKE A LEFT WHEN U	
		ENTER THE PARK AND COME AROUND THE CIRCLE	
05:51:19	PD01 BACK-ER	140 742Y	
05:51:23	PD01 CHGLOC	746Y NEW RIVER/YORBA LINDA BL ,YBL	
05:57:51	PD01 INSERVICE	811	
06:03:31	PD01 BACK-ER	140 824	
06:03:31	PD01 ID	824 <1456>HAWLEY,ADAM	
06:03:40	PD01 ID	140 812	
06:03:40	PD01 MISC	812 <1401>RODRIGUEZ,PHILLIP	
06:04:00	PD01 CHGLOC	812 YORBA LINDA BL/STONEHAVEN DR ,YB	
06:04:05	PD01 MISC	327, REG INQUIRY LIC/6193547	
06:04:08	PD01 CHGLOC	824 YORBA LINDA BL/STONEHAVEN DR ,YB	
06:06:34	PD01 INSERVICE	811	
06:07:37	PD01 BACKUP	4083200140 751Y	
06:07:37	PD01 ID	751Y <1519>BLAKE,JASON	
06:08:11	PD01 CHGLOC	821 IMPERIAL HY/VALLEY VIEW AV ,YBL	
06:09:11	PD01 BACK-ER	140 821	
06:09:11	PD01 ID	821 <1312>ALONZO,RUBEN	
06:09:13	PD01 MISC	821, PER PORTO, HAVE 821 GO TO E EAST OF YL RELIEVE	

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Printed for: PD01/C031		Tue Jan 06 14:25:18 2009	
07:00:09	PD01 MISC	751, PER FIRE NO ONE SHOULD BE ALLOWED INTO THESE	
		CLOSED AREAS....FIRE CHIEF WITH 311 IS TELLING HIM	
07:00:23	PD01 MISC	THE OPPOSITE	
07:01:11	PD01 ONSCENE	851	
07:03:27	PD01 MISC	742Y, TO 819 JUST CONFIRM WE WANT YL OPEN ALL THE WAY	
		TO GET FWHY AND WHAT ABOUT LFT SHOULD THAT STILL BE	
		CLOSED?	
07:05:25	PD01 MISC	751Y, ANYONE AT VV/LAKEVIEW	
07:08:14	PD01 MISC	751Y, TO COMMAND POST...ARE DIEMER WATER PLANT	
		EMPLOYEES GOING UP THERE OR NOT?	
07:10:51	PD01 MISC	751Y, FRM CP..UR 913 TO SEND EMPLOYEES UP	
07:10:51	PD01 MISC	751Y, TO CP...NEED ANOTHER PACSET BATTERY	
07:11:25	PD01 CHGLOCOS	751Y VALLEY VIEW AV/BASTANCHURY RD ,Y	
07:12:01	PD01 SUPV	711	
07:13:29	PD01 INSERVICE	746Y, NR IS NOW OPEN...IS THERE A NEW POST OR SHUD I	
		HELP WITH THE RESIDENTS	
07:13:48	PD01 MISC	746Y, STILL NOONE AT DEL AGUA....CUD USE THEM THRU	
07:14:09	PD01 CHGLOCOS	746Y WEIR/LA PALMA	
07:14:34	PD01 MISC	746, IS THE PRES ALLOWED TO GO UP INTO HIDDEN HILLS	
07:15:03	PD01 MISC	826, FROM CP..AFFIRM THEY CAN GO UP	
07:16:45	PD01 MISC	742Y, NO TRAFFIC NB YL ALLOWED IN AT YL/LA PALMA	
07:20:32	PD01 MISC	821, INFO ONLY..HAVE A LOT OF LOOKIES LOOS TRYIN TO GET	
		INTO CDB/BIG HORN MTN...MOVING THEM ON THO	
07:20:54	PD01 MISC	211, TO 821 DO WE NEED SOMEONE TO BE PUT AT WEIR/LA PALMA	
07:21:18	PD01 MISC	821, TO 211...HAVENT BEEN OUT THERE TO ASSES...BEEN	
		UP ON LA PALMA	
07:21:28	PD01 MISC	742Y, ARE THOSE BUSINESSES GONNA BE OPEN?	
07:21:37	PD01 INSERVICE	826	
07:21:45	PD01 MISC	821, TO 211...GIVE ME 5 AND I CAN LET U KNO BOUT THAT	
07:22:40	PD01 BACK-OS	816 826	
07:23:04	PD01 MISC	140, NO NB TRAFFIC ALONG YL	
07:23:29	PD01 INSERVICE	826	
07:23:37	PD01 BACK-OS	816 826	
07:23:37	PD01 ID	826 <1393>VANAGS,MICHAEL	
07:24:45	PD01 MISC	819, NO NB TRAFFIC ALONG YL...	
07:25:25	PD01 MISC	812, HAVE A UNIT 87 AT YL/FAIRMONT FOR TRAFFIC CONTROL	
07:25:41	PD01 MISC	746Y, STA 26 ADVS THEY WILL HANDLE WEIR/LA PALMA	
07:26:03	PD01 CHGLOC	746Y YORBA LINDA BL/FAIRMONT BL ,YBL	
07:26:36	PD01 MISC	746Y, SOME CONES SITTN AT NR/YL	
07:27:00	PD01 BACK-ER	746Y C93Y	
07:27:00	PD01 ID	C93Y <1345>GLOMOSKE,JERRY	
07:27:04	PD01 CHGLOC	123 LAKEVIEW AV/YORBA LINDA BL ,YBL	
07:27:28	PD01 MISC	819, TO 746Y TRYIN TO GET THE YARD TO HANDLE THE	
		CONES...	
07:28:55	PD01 MISC	821, GYPSUM BRIDGE IS FILLED WITH RESIDENTS	
07:29:57	PD01 BACK-OS	120 121	
07:29:57	PD01 ID	121 <1577>STIEFEL,SHAYNE	
07:30:00	PD01 MISC	121, TO 819...AT LA PALMA/GYPSUM...STA 18 LEFT US...WE	
		ARE ALONE OUT HERE	
07:30:12	PD01 CHGLOCOS	121 LA PALMA AV/GYPSUM CANYON RD ,YB	
07:31:07	PD01 MISC	746Y, TO CP...UNITS HERE AT YL/FAIRMONT WILL BE C4	
		ONCE CONES ARE HERE	
07:31:32	PD01 CHGLOC	C93Y YORBA LINDA BL/OHIO ST ,YBL, FOR TRAFFIC CONTROL	
07:32:13	PD01 CHGLOC	746Y LA PALMA/GYPSUM	
07:32:46	PD01 BACK-OS	282 184716	
07:32:55	PD01 CHGLOCOS	184716 DORINDA/YL	
07:33:31	PD01 BACK-OS	123 745Y	
07:33:31	PD01 ID	745Y <1408>CONNOR,ROBERT	
07:33:37	PD01 CHGLOCOS	745Y PALM AV/YORBA LINDA BL ,YBL	
07:34:16	PD01 MISC	819, GET AHEAD OF STA 10 ...GET OFF RAMP AT BOTH EB	
		AND NB FROM GYPSUM/91	
07:34:24	PD01 INSERVICE	282	
07:35:02	PD01 MISC	819, T39 TO STA 10 FOR OFF RAMP	
07:35:49	PD01 SUPV	848	
07:36:31	PD01 MISC	821, TO CP...APPEARS THAT SAVI RANCH WILL BE OPEN	
		TODAY	
07:36:46	PD01 MISC	819, TO 742Y ...CONES ARE ER	
07:37:26	PD01 CHGLOCOS	742Y VALLEY VIEW AV/LAKEVIEW AV ,YBL	
07:39:26	PD01 MISC	819, EVEN TO RESIDENTS...FROM NB YL ALL INTERSECTIONS	
		ARE LOCKED DOWN...JUST ADVSD BY FIRE	

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06:09:18	PD01 BACKUP	SHAWN NEEL(11/16/08)060915001	
06:09:18	PD01 ID	824 R 19	
06:09:18	PD01 SUPV	819 <1402>BARBOSA,TONY	
06:09:40	PD01 CHGLOC	819 YL CP, WITH OFCR FRANK	
06:11:30	PD01 MISC	327, ADV 921 FOR ROAD CLOSURES	
06:14:40	PD01 INSERVICE	327	
06:14:50	PD01 MISC	141, PER IRENE NO YL SO BASTANCHURY RD LV ALL THE WAY	
		TO SAN ANTONIO RESIDENTS ABLE TO GET TO RES W/ ID	
		ONLY(11/16/08)061450001	
06:16:10	PD01 INSERVICE	328	
06:16:10	PD01 INSERVICE	425	
06:16:10	PD01 INSERVICE	813	
06:16:45	PD01 BACK-OS	140 328 425	
06:16:45	PD01 ID	328 <1570>KUNZE,ALPONS <1501>TRENT,RYAN	
06:16:45	PD01 ID	425 <1492>SALCIDO,RICHARD	
06:17:50	PD01 CHGLOCOS	328 BAS/LV	
06:17:58	PD01 CHGLOCOS	425 BAS/LV	
06:20:06	PD01 ONSCENE	812	
06:20:13	PD01 CHGLOC	824 YORBA LINDA BL/FAIRMONT BL ,YBL	
06:24:59	PD01 ONSCENE	311	
06:27:46	PD01 CHGLOCOS	821 23001 LA PALMA AV ,YBL, ADV OCFA GETTIN FLAREUP	
		BTWN THE TRACKS AND RES	
06:28:25	PD01 MISC	821, T39 OCFA	
06:30:39	PD01 MISC	821, ON BASTANCHURY EVERYTHING IS RESIDENCE	
		ONLY.....WEST OF SAN ANTONIO IS OKAY.....EAST OF IS	
		RES ONLY	
06:30:44	PD01 BACK-OS	140 742Y	
06:30:44	PD01 ID	742Y <1347>JAMES,THOMAS	
06:33:05	PD01 BACK-OS	661 736Y	
06:33:05	PD01 ID	736Y <1395>BLOCK,ROBB	
06:36:47	PD01 PREEMPT	833	
06:37:13	PD01 CHGLOCOS	819 CASALOMA COMMAND POST	
06:39:08	PD01 CHGLOCOS	742Y VISTA GLEN, SPOT FIRES WITH OCFA OS	
06:39:50	PD01 MISC	756Y, STA 32 HAS UNITS AT YL/STONEHAVEN AND ALSO 2	
		UNITS ON YORBA RANCH THAT NEED RELIEF....125 WILL	
		CONTACT CP 97 IN 1	
06:41:15	PD01 BACK-OS	425 123, 97 WITH OFFICER BARLEND	
06:41:15	PD01 ID	123 <1584>WAMBAUGH,JASON	
06:41:38	PD01 INSERVICE	756Y, STA 32 UNITS CAN GO TB PER VAUGHN	
06:41:43	PD01 MISC	756Y, STA 32 UNITS CAN GO TB PER VAUGHN	
06:41:51	PD01 CHGLOCOS	756Y STONEHAVEN DR/YORBA LINDA BL ,YB	
06:42:32	PD01 CHGLOCOS	824 N/END PAIR JOE BASTANCHURY, FULLY INV'D HOMES PER	
		STA 18	
06:43:20	PD01 MISC	824, PER 724Y...THATS THE ONE THAT I WAS REPORTING	
		OCFA 45 OS	
06:45:31	PD01 BACK-ER	001 210	
06:45:31	PD01 ID	210 <1459>MULLINS,DALE	
06:45:44	PD01 BACK-OS	140 125	
06:45:44	PD01 ID	125 <1601>JOHNSON,JASON <1348>GOGERTY,SHAWN	
06:45:49	PD01 CHGLOCOS	125 YORBA LINDA BL/VILLAGE CENTER DR	
06:45:51	PD01 MISC	125, WE'RE 97 VC 8 YL. TRAFFIC CONTROL(11/16/08)0645510-	
		011	
06:47:48	PD01 PREEMPT	328	
06:47:51	PD01 PREEMPT	425	
06:48:09	PD01 ID	001 127	
06:48:09	PD01 ID	127 <1580>SEAMANS,MARK <1578>HOLMES,NEAL	
06:51:21	PD01 MISC	819, NEED EB AND WB TRAFF ON YL FLOWING FOR THE 91	
06:51:32	PD01 MISC	746Y, AT THIS TIME EB LP IS STILL CLOSED	
06:52:38	PD01 MISC	756Y, DOESNT APPEAR YL/VIA DEL AGUA IS COVERED....211	
		IS WORKING ON IT	
06:53:35	PD01 BACK-OS	140 816	
06:53:35	PD01 ID	816 <1500>HOETKER,JOHN	
06:53:39	PD01 CHGLOCOS	816 ESPERANZA RD/NEW RIVER ,YBL	
06:54:12	PD01 BACK-OS	816 826	
06:55:25	PD01 MISC	742Y, GU UNITS AT YL/YORBA RANCH....CAN THEY GO T7?	
06:55:32	PD01 MISC	742Y, NEED A UNIT TO BLK NB	
06:56:00	PD01 MISC	819, HAVE 2 GU UNITS ERT TO DORINDA/YORBA RANCH	
06:56:11	PD01 MISC	742Y, T4 WILL OPEN YL AND RELEASE 1 OF THEIR UNITS	
06:56:17	PD01 INSERVICE	352	
06:58:17	PD01 MISC	819, NB FROM YL IS NOW OPEN TO RESIDENTS	
		ONLY.....THAT INCLUDES SAN ANTONIO EAST	
06:58:42	PD01 MISC	742Y, 2 WESTMINSTER UNITS JUST TOOK OFF FROM DORINDA	

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07:40:51 PD01 ONSCENE

07:40:58 PD01 MISC

07:41:51 PD01 MISC

07:44:13 PD01 MISC

07:45:43 PD01 MISC

07:48:42 PD01 MISC

07:49:45 PD01 MISC

07:52:50 PD01 MISC

07:54:47 PD01 MISC

08:01:06 PD01 MISC

08:06:13 PD01 CHGLOCOS

08:06:35 PD01 MISC

08:13:07 PD01 MISC

08:13:24 PD01 MISC

08:14:51 PD01 CHGLOC

08:15:34 PD01 MISC

08:15:36 PD01 ONSCENE

08:16:08 PD01 MISC

08:16:25 PD01 BACK-ON

08:16:30 PD01 MISC

08:16:55 PD01 CHGLOCOS

08:17:04 PD01 MISC

08:20:01 PD01 MISC

08:20:43 PD01 MISC

08:20:55 PD01 CHGLOCOS

08:20:57 PD01 MISC

08:21:44 PD01 MISC

08:21:50 PD01 BACK-ON

08:21:50 PD01 ID

08:29:44 PD01 MISC

08:29:56 PD01 MISC

08:37:34 PD01 CHGLOC

08:37:42 PD01 CHGLOC

08:37:56 PD01 MISC

08:38:30 PD01 MISC

08:39:29 PD01 MISC

08:39:44 PD01 CHGLOC

08:40:00 PD01 MISC

08:50:53 PD01 CHGLOC

08:52:17 PD01 SUPV MISCX

08:57:01 PD01 CHGLOCOS

08:58:00 PD01 MISC

08:58:21 PD01 MISC

08:58:39 PD01 MISC

08:59:51 PD01 MISC

09:02:48 PD01 MISC

09:04:07 PD01 MISC

09:05:59 PD01 CHGLOCOS

09:07:30 PD01 MISC

09:07:39 PD01 QUERY

09:07:54 PD01 MISC

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Printed for: PD01/C031		Tue Jan 06 14:25:18 2009
12:11:48 PD01 CHGLOC	210 ROAMING	
12:14:08 PD01 MISC	756Y, POSSIBLE LOOTER AT ROCKHAMPTON/THISTLE DOWN IS	
12:14:25 PD01 MISC	756Y, WAS WNG RED TSHIRT/CAMELBACK	
12:21:00 PD01 CHGLOC	756Y 5601 WESTFIELD ST, YBL	
12:23:11 PD01 INSRVCE	815	
12:23:53 PD01 CHGLOC	756Y YORBA LINDA BL/STONEHAVEN DR, YBL	
12:24:03 PD01 MISC	812, NEED A SUPERVISOR YL/FAIRMONT	
12:24:11 PD01 CHGLOC	742Y YORBA LINDA BL/FAIRMONT BL, YBL	
12:25:03 PD01 BACK-ER	125 835	
12:25:03 PD01 ID	125 <1461>ZEEB, ROBERT	
12:27:37 PD01 INSRVCE	210	
12:29:09 PD01 ONSCENE	742Y	
12:41:24 PD01 INSRVCE	742Y	
12:46:20 PD01 CHGLOC	123 BASTANCHURY/LAKEVIEW	
12:47:30 PD01 CHGLOC	816 CP FOR CHOW	
12:47:31 PD01 MISC	826, 1039 TO 826 TO CALL ROMAN ARELLANO REF POSS	
13:13:33 PD01 ID	759 <1498>FALLON, TERRY	
13:14:04 PD01 CHGLOC	759 YORBA LINDA BL/VIA DEL AGUA, YBL	
13:19:28 PD01 CHGLOC	756Y B FOR CHOW	
13:26:43 PD01 CHGLOC	835 VALLEY VIEW AV/YORBA LINDA BL, Y	
13:29:00 PD01 MISC	311 74	
13:41:00 PD01 CHGLOC	835 VALLEY VIEW AV/IMPERIAL HY, YBL	
13:53:14 SUP1 MISC	821 BOXCAR LN/TROYLEY CT, BEA	
13:53:18 SUP1 MISC	821, FOR ARSON INVEST	
14:01:52 PD01 CHGLOC	746Y CP	
14:02:05 PD01 MISC	746Y, RELIEVED BY STA 18	
14:04:30 PD01 CHGLOC	122 CP	
14:04:39 PD01 CHGLOC	746Y CP	
14:06:23 PD01 CHGLOC	756Y STONEHAVEN DR/YORBA LINDA BL, YB	
14:08:25 PD01 CHGLOC	745Y CP, RELIEVED BY STA 18	
14:12:55 PD01 ID	745Y 742Y	
14:13:05 PD01 CHGLOC	742Y <1347>JAMES, THOMAS	
14:13:46 PD01 MISC	751Y, TO CP...RESIDENTS COMING TO VV/BAST...OCFA	
14:18:19 PD01 MISC	STATNG THEY CAN GO UP TO VV CIRCLE	
14:23:48 PD01 MISC	NOONE IS ALLOWED TO COME THUR	
14:27:15 PD01 MISC	756Y, RETIREMENT HOME TO THE REAR OF THIS	
14:27:40 PD01 CHGLOC	LOCATION...HAS A WALK PATH THAT RESIDENTS ARE PARKING	
14:30:52 PD01 MISC	THEIR CARS AND WALKING INTO THEIR HOMES...	
14:31:40 PD01 MISC	742Y, DO HAVE POWER AT LOS ADORNOS...SHOPPING CENTER	
14:32:46 PD01 MISC	UT LOMAS E DOES TOO...	
14:42:17 PD01 MISC	742Y CHG BRUSH CANYN AREA/CDB	
14:42:27 PD01 CHGLOC	742Y CHG HIDDEN HILLS	
14:57:54 PD01 MISC	781Y, FROM ROBE/VEHUVISU TO EAST END OF YL...NO	
15:16:14 SUP1 MISC	RESTRICTIONS...OK TO LET ANYONE IN...AS OF 1530	
15:30:04 PD01 INSRVCE	HR8	
15:32:06 PD01 INSRVCE	127, ROSE/YL WILL BE OPEN AT 1530	
15:35:43 PD01 INSRVCE	812	
15:35:59 PD01 INSRVCE	123	
15:36:17 PD01 INSRVCE	826	
15:36:43 PD01 CHGLOC	121 EAST END FOR ROVING PATROL	
15:36:48 PD01 CHGLOC	122 EAST END FOR ROVING PATROL	
15:36:50 PD01 INSRVCE	745Y	
15:37:18 PD01 BACK-OS	121 745Y	
15:37:18 PD01 ID	745Y <1408>CONNER, ROBERT	

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09:57:13 PD01 QUERY	NB	
10:02:12 PD01 CHGLOC	835 XL L/ECRA471	
10:02:39 PD01 MISC	210 91/GREEN RIVER	
10:03:15 PD01 ID	311, SANFILIPPO IS ER TO VALENCIA HIGHSCHOOL TO ASSIST	
10:03:25 PD01 CHGLOC	311 855	
10:14:50 PD01 CLEAR	855 <1524>SANFILIPPO, VALERIE	
10:19:29 PD01 MISC	855 VALENCIA HIGH SCHOOL	
10:22:13 PD01 MISC	835 CO, SUBJ LEFT	
10:23:25 PD01 MISC	140, STA 18 IS DOING RES CHK AT 3353 GARDNIA	
10:23:51 PD01 MISC	140, REPORTS OF 901 AT IMP/LM...AT EL POLLO...STA 18	
10:28:36 PD01 CHGLOC	ONSCENE REQUESTING MEDICS AND A UNIT FOR	
10:30:46 PD01 MISC	125, T39 TO YL CITY VARD TO CHK ON BARRICADES	
10:31:38 PD01 MISC	140, NEED YLVC TO CLOSE GYPSUM CANYON BRIDGE WITH	
10:31:50 PD01 MISC	BARRICADES	
10:39:03 PD01 MISC	742Y, NEED STA 26 TO SHUT DOWN SAC...MOST TRAFFIC IS	
10:44:02 PD01 MISC	COMINGFROM THERE	
10:45:17 PD01 MISC	742Y SANTA ANA CANYON RD/GYPSUM CANYO	
10:47:48 PD01 MISC	742Y, NEED IT CLOSED WOP SAC...TURN THEM AROUND THERE	
10:48:51 PD01 MISC	742Y, OFF RAMPS SHUT DOWN...ON RAMPS ARE OFN TO THE	
10:53:22 PD01 MISC	FRWY	
10:59:19 PD01 MISC	140, STA 26 SHUTTING DOWN SAC	
11:21:56 PD01 MISC	140, TO 746V...LET NB YL GO MAKE SURE EB LA PALMA IS	
11:22:01 PD01 MISC	IMPRIAL TO ASSIST STA 18 DEPUTIES	
11:27:42 PD01 ID	140, TO STA 17	
11:27:42 PD01 ID	125 651	
11:30:30 PD01 MISC	651 <1028>VUKELICH, WILLIAM	
11:31:11 PD01 MISC	781, NO AREAS HAVE BEEN OPENED TO THE RESIDENTS	
11:32:12 PD01 MISC	812, SEND STA 17 TO FAIRMONT ELEMENTARY 87 WITH	
11:34:50 PD01 CHGLOC	CITIZENS IN A OLD FORD WINDSTAR REF THEIR PI3	
11:36:52 PD01 MISC	812, T39 TO STA 17	
11:41:44 PD01 CHGLOC	816 LAKEVIEW/BASTANCHURY, TO RELIEVE BARSUND AND	
11:42:56 PD01 MISC	WAMBAUGH	
11:43:34 PD01 MISC	140, TO 835, FEMALE JUMPING THE FENCE AGAINST THEIR	
11:43:53 PD01 MISC	WAGES	
11:48:12 PD01 CHGLOC	210 ROAMING	
11:53:12 PD01 CHGLOC	742Y BASTANCHURY RD/CYLEDSDALE RD, YB	
11:53:49 PD01 BACK-OS	001 835	
11:53:52 PD01 ID	835 <1461>ZEEB, ROBERT	
11:54:12 PD01 MISC	835 5601 WESTFIELD ST, YBL	
11:54:12 PD01 MISC	RP GOT A CALL FROM A NEIGHBOR ADVISING THAT HIS RES AT	
11:54:18 PD01 CHGLOC	325 WELSH POINT IS BEING LOOTED...IF SOMEONE MANS THEM	
11:55:44 PD01 CHGLOC	4930	
11:55:44 PD01 CHGLOC	123 91/GREEN RIVER	
11:59:06 PD01 ONSCENE	123	
12:01:19 PD01 MISC	17123 BIG OAK LN, YBL, DOING A WELFK	
12:03:34 PD01 MISC	210, LOOKING FOR SUBJ BY NAME OF GLEN...	
12:06:13 PD01 ONSCENE	140, NEED UPDATED ETA FOR STA 17 AT IMP/LOS	
12:06:35 PD01 MISC	835 <1461>ZEEB, ROBERT	
12:08:07 PD01 MISC	210	
12:08:07 PD01 MISC	140, PER STA 17 10 MINS ETA LOS/IMPERIAL	
12:08:07 PD01 MISC	210, GLEN IS HOME...WILL CALL RP	

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Printed for: PD01/C031		Tue Jan 06 14:25:18 2009
12:11:48 PD01 CHGLOC	210 ROAMING	
12:14:08 PD01 MISC	756Y, POSSIBLE LOOTER AT ROCKHAMPTON/THISTLE DOWN IS	
12:14:25 PD01 MISC	756Y, WAS WNG RED TSHIRT/CAMELBACK	
12:21:00 PD01 CHGLOC	756Y 5601 WESTFIELD ST, YBL	
12:23:11 PD01 INSRVCE	815	
12:23:53 PD01 CHGLOC	756Y YORBA LINDA BL/STONEHAVEN DR, YBL	
12:24:03 PD01 MISC	812, NEED A SUPERVISOR YL/FAIRMONT	
12:24:11 PD01 CHGLOC	742Y YORBA LINDA BL/FAIRMONT BL, YBL	
12:25:03 PD01 BACK-ER	125 835	
12:25:03 PD01 ID	125 <1461>ZEEB, ROBERT	
12:27:37 PD01 INSRVCE	210	
12:29:09 PD01 ONSCENE	742Y	
12:41:24 PD01 INSRVCE	742Y	
12:46:20 PD01 CHGLOC	123 BASTANCHURY/LAKEVIEW	
12:47:30 PD01 CHGLOC	816 CP FOR CHOW	
12:47:31 PD01 MISC	826, 1039 TO 826 TO CALL ROMAN ARELLANO REF POSS	
13:13:33 PD01 ID	759 <1498>FALLON, TERRY	
13:14:04 PD01 CHGLOC	759 YORBA LINDA BL/VIA DEL AGUA, YBL	
13:19:28 PD01 CHGLOC	756Y B FOR CHOW	
13:26:43 PD01 CHGLOC	835 VALLEY VIEW AV/YORBA LINDA BL, Y	
13:29:00 PD01 MISC	311 74	
13:41:00 PD01 CHGLOC	835 VALLEY VIEW AV/IMPERIAL HY, YBL	
13:53:14 SUP1 MISC	821 BOXCAR LN/TROYLEY CT, BEA	
13:53:18 SUP1 MISC	821, FOR ARSON INVEST	
14:01:52 PD01 CHGLOC	746Y CP	
14:02:05 PD01 MISC	746Y, RELIEVED BY STA 18	
14:04:30 PD01 CHGLOC	122 CP	
14:04:39 PD01 CHGLOC	746Y CP	
14:06:23 PD01 CHGLOC	756Y STONEHAVEN DR/YORBA LINDA BL, YB	
14:08:25 PD01 CHGLOC	745Y CP, RELIEVED BY STA 18	
14:12:55 PD01 ID	745Y 742Y	
14:13:05 PD01 CHGLOC	742Y <1347>JAMES, THOMAS	
14:13:46 PD01 MISC	751Y, TO CP...RESIDENTS COMING TO VV/BAST...OCFA	
14:18:19 PD01 MISC	STATNG THEY CAN GO UP TO VV CIRCLE	
14:23:48 PD01 MISC	NOONE IS ALLOWED TO COME THUR	
14:27:15 PD01 MISC	756Y, RETIREMENT HOME TO THE REAR OF THIS	
14:27:40 PD01 CHGLOC	LOCATION...HAS A WALK PATH THAT RESIDENTS ARE PARKING	
14:30:52 PD01 MISC	THEIR CARS AND WALKING INTO THEIR HOMES...	
14:31:40 PD01 MISC	742Y, DO HAVE POWER AT LOS ADORNOS...SHOPPING CENTER	
14:32:46 PD01 MISC	UT LOMAS E DOES TOO...	
14:42:17 PD01 MISC	742Y CHG BRUSH CANYN AREA/CDB	
14:42:27 PD01 CHGLOC	742Y CHG HIDDEN HILLS	
14:57:54 PD01 MISC	781Y, FROM ROBE/VEHUVISU TO EAST END OF YL...NO	
15:16:14 SUP1 MISC	RESTRICTIONS...OK TO LET ANYONE IN...AS OF 1530	
15:30:04 PD01 INSRVCE	HR8	
15:32:06 PD01 INSRVCE	127, ROSE/YL WILL BE OPEN AT 1530	
15:35:43 PD01 INSRVCE	812	
15:35:59 PD01 INSRVCE	123	
15:36:17 PD01 INSRVCE	826	
15:36:43 PD01 CHGLOC	121 EAST END FOR ROVING PATROL	
15:36:48 PD01 CHGLOC	122 EAST END FOR ROVING PATROL	
15:36:50 PD01 INSRVCE	745Y	
15:37:18 PD01 BACK-OS	121 745Y	
15:37:18 PD01 ID	745Y <1408>CONNER, ROBERT	

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Printed for: PD01/C031		Tue Jan 06 14:25:18 2009
15:37:24 PD01 CHGLOC	745Y ROVING PATROL	
15:37:40 PD01 INSRVCE	125	
15:38:15 PD01 CHGLOC	759 CM	
15:38:10 PD01 CHGLOC	816 ROVING PATROL IN YL	
15:38:22 PD01 BACK-OS	816 826	
15:38:22 PD01 ID	826 <1393>VANAGS, MICHAEL	
15:39:16 PD01 BACK-OS	121 128	
15:39:16 PD01 ID	128 <1513>FERRARO, SCOTT <1298>VAUGHAN, MARIO	
15:39:36 PD01 BACK-OS	121 125	
15:39:36 PD01 ID	125 <1601>JOHNSON, JASON <1348>GOGERTY, SHAWN	
15:39:38 PD01 CHGLOC	125 ROVING BEAT 23 AND 24	
15:47:33 PD01 CHGLOC	746Y ROVING PATROL	
15:48:53 PD01 BACK-OS	121 C93Y	
15:54:33 PD01 ID	C93Y <1545>GLOWBOSKE, JERRY	
15:54:58 PD01 CHGLOC	C93Y ROVING IN YL	
15:55:08 PD01 CHGLOC	C93Y ROVING IN WEST YL	
15:59:47 PD01 MISC	C93Y REG INQUIRY LIC/6BLD542	
16:03:54 PD01 BACK-OS	121 835	
16:03:54 PD01 ID	835 <1461>ZEEB, ROBERT	
16:10:05 PD01 INSRVCE	127	
16:31:45 PD01 PREEMPT	128	
16:32:44 PD01 CLEAR	742Y CM	
16:43:48 PD01 PREEMPT	821	
16:54:57 PD01 MISC	C93Y, REG INQUIRY LIC/1046028	
16:56:26 PD01 PREEMPT	835	
16:58:19 PD01 CLEAR	651 CM	
17:00:54 PD01 BACKUP	122 835	
17:00:54 PD01 ID	835 <1461>ZEEB, ROBERT	
17:01:04 PD01 CHGLOC	835 CAMINO DE BRYANT/KODIAK MOUNTAIN	
17:08:09 PD01 BACK-OS	835 651, ROVING PATROLS	
17:08:09 PD01 ID	651 <1028>VUKELICH, WILLIAM <1580>SEAMANS, MARK	
17:08:34 PD01 CHGLOC	651 ROVING PATROLS EAST END	
17:13:31 PD01 INSRVCE	18A41	
17:13:31 PD01 INSRVCE	18A716	
17:14:05 PD01 INSRVCE	001	
17:18:43 PD01 CHGLOC	651 4501 CASA LOMA AV, YBL	
17:26:43 PD01 BACK-OS	835 128	
17:26:43 PD01 ID	128 <1513>FERRARO, SCOTT <1298>VAUGHAN, MARIO	
17:28:49 PD01 CHGLOC	128 4501 CASA LOMA AV, YBL	
17:28:49 PD01 ID	128 <1513>FERRARO, SCOTT <1298>VAUGHAN, MARIO	
17:29:15 PD01 CHGLOC	121 4501 CASA LOMA AV, YBL	
17:31:26 PD01 BACK-ER	121 123	
17:31:26 PD01 ID	123 <1584>WAMBAUGH, JASON <1569>BARSUND, CHRISTOPHER	
17:31:35 PD01 INSRVCE	651	
17:32:15 PD01 PREEMPT	756Y	
17:34:34 PD01 CHGLOC	835 4501 CASA LOMA AV, YBL	
17:37:35 PD01 BACKUP	824 651	
17:37:35 PD01 ID	651 <1028>VUKELICH, WILLIAM <1580>SEAMANS, MARK	
17:37:43 PD01 MISC	651, REG INQUIRY LIC/HGSKSEE	
17:38:19 PD01 INSRVCE	651	
17:39:30 PD01 CHGLOC	128 4501 CASA LOMA AV, YBL	
17:39:43 PD01 CHGLOC	123 4501 CASA LOMA AV, YBL	
17:40:34 PD01 CHGLOC	824 4501 CASA LOMA AV, YBL	
17:40:54 PD01 CHGLOC	746Y 4501 CASA LOMA AV, YBL	
17:41:20 PD01 ONSCENE	651	
17:43:09 PD01 INSRVCE	C93Y	
17:47:28 PD01 PREEMPT	123	
17:49:29 PD01 PREEMPT	824	
17:51:06 PD01 PREEMPT	651	
17:57:27 PD01 PREEMPT	128	
17:57:41 PD01 PREEMPT	125	
18:01:24 PD01 INSRVCE	121	
18:01:24 PD01 INSRVCE	122	
18:05:06 PD01 INSRVCE	751Y	
18:09:46 PD01 INSRVCE	855	
18:17:50 PD01 INSRVCE	851	
18:20:47 PD01 INSRVCE	745Y	
18:28:44 PD01 INSRVCE	826	
18:28:46 PD01 INSRVCE	819	
18:28:49 PD01 INSRVCE	746Y	
19:23:05 PD01 INSRVCE	211	
19:24:15 PD01 INSRVCE	816	

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Printed for: FD01/C031		Tue Jan 06 14:25:18 2009	
20:35:20	PD01	INSRVIC	311
20:35:23	PD01	INSRVIC	661
20:35:28	PD01	INSRVIC	781
20:35:49	PD01	ONSCNNE	835
21:40:33	SUP1	CLEAR	835 CM
21:40:33	SUP1	CLOSE	835 CM
11/19/08			
16:47:47	SUPV	CASE	PD0800010982 Assigned
OPERATOR ASSIGNMENTS:			
	FD01	C045	PASINO, ADRIANA
	FD01	C033	BERNATOWICZ, APRIL
	SUP1	C025	DISTLER, WENDY
	CT01	C024	MEYER, TINA
	U957	1601	JOHNSON, JASON
	U963	1574	GILBERT, CYNTHIA
	U982	1497	BRINTLE, GREG
	SUPV	C037	KRUSE, LUCY
	U992	1579	MCC, STELLA
	CT02	C025	DISTLER, WENDY
AS OF 15:35:13:	SUP1	C037	KRUSE, LUCY
AS OF 15:42:51:	SUPV	C011	MCEVILLY, CYNTHIA
AS OF 16:50:33:	FD01	C029	SAUNDERS, TERI
	U952	1577	STIEFEL, SHAYNE
	U959	1461	ZEIB, ROBERT
	RC01	1480	ROYLAND, JODY
AS OF 18:04:58:	PD01	C042	FLATTUM, CHAD
	U966	1408	CONNER, ROBERT
	U955	1578	HOLMES, NEAL
AS OF 19:59:46:	CT02	C029	SAUNDERS, TERI
	U964	1459	MULLINS, DALE
AS OF 22:59:10:	U966	1258	FLEIG, DEAN
	U993	1482	MAYO, JOSEPH
AS OF 23:45:32:	SUPV	C031	HADDAD, ANGELA
AS OF 00:05:03:	SUPV	C037	KRUSE, LUCY
AS OF 00:52:39:	U963	1193	JONES, DAVID
AS OF 01:07:19:	U959	1507	HADDAD, CHRIS
AS OF 01:23:01:	SUP1	C038	LEKANDER, LAUREN
	SUPV	C014	BOUNDA, SANDRA


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ORANGE COUNTY
REGISTER

\$49 one hour massage

Report: Crews ignored orders during Freeway Complex fire



View Photo Gallery

By KIMBERLY EDDS

Despite countless hours of practice and planning by the Orange County Fire Authority before last November's devastating Freeway Complex fire, firefighters disregarded orders and put others and themselves at risk, a report released Thursday said.

Email Article

In the midst of a fire that raced through three canyons and directly into Yorba Linda, off-duty crews commandeered fire engines, driving engines into the firefight without telling superiors what they were doing or where they were going.

Firefighters put themselves and others at risk and handcuffed firefighting options when they failed to follow their chain of command, the report said.

The revelations are part of a 128-page report by the Fire Authority that looks at the successes

<http://ocregister.com/articles/fire-190095-water-engines.html>

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and failures during the Freeway Complex fire and suggests how the county's largest firefighting agency can improve its capabilities in the future.

A total of 203 homes - 117 in Yorba Linda - were destroyed, in the "most catastrophic loss of homes in Orange County since the Laguna Fire in 1993," the report said. An additional 117 residences were damaged, and more than 40,000 people were forced from their homes in the largest fire in Orange County since 1948.

But no one died or was seriously injured, and hundreds of homes were saved by the efforts of more than 3,800 firefighters, the report said.

Three weeks before the Freeway Complex fire broke out Nov. 15, local firefighters held a tabletop exercise that closely resembled the actual fire, giving officials a jump on strategy and tactics.

When the real blaze struck, Battalion Chief Rick Reeder raced from his fire station in Placentia to the fire, calling for extra engines and aircraft miles before he saw flames. Traffic along the 91 freeway could not keep up with the fast-moving head of the fire. A second blaze broke out in Brea less than two hours later, creating a monster.

Four days later, firefighters had reigned in the 30,305-acre blaze.

Of \$16.1 million spent to fight the fires, all but \$33,000 was reimbursed by state and federal funds. The fires caused an estimated \$150 million in damage. The cause of the Corona end of the fire was ruled an accidental spark from a car exhaust along the 91 freeway at Green River. The Brea fire had been sparked by downed power lines.

Fire officials credited staging of equipment and crews ahead of time, recent tabletop exercises and changes in the state's mutual aid system for a quick response. Within the first four hours of the fire, 159 engines, three trucks, five water tenders, eight helicopters and 10 air tankers were attacking the flames. Forty-one engines were there within the first hour, the report said. But issues with communication and water supply hampered firefighting efforts.

After hundreds of interviews and reviewing hundreds of documents and thousands of radio transmissions, the authors of the postmortem report came up with a wish list of 56 changes, improvements and upgrades.

The major recommendations include improving radio communications, training crews in battling house fires near wildland areas, working with local water agencies to identify and rectify weaknesses in water systems, and developing a rapid-mobilization plan in large-scale emergency situations.

Nearly 18 months after the Santiago fire raced through Orange County's canyons, tight economic times have forced the Fire Authority to postpone several major recommendations after that fire, including replacing its part-time hand crew with a full-time crew and adding a fourth firefighter to wildland engines to meet federal standards. The same recommendations were echoed in the Freeway Complex review.

While several recommendations have been completed or are under way, the ones that cost

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money, including staffing increases, will likely have to wait. But Fire Chief Chip Prather implored the Fire Authority's board of directors to approve funding as soon as funding was available for the fourth-man staffing and a hand crew, staffing increases he said are imperative to maintaining firefighting safety and effectiveness.

"We have to balance out our No. 1 responsibility, which is public safety, with our responsibility to the taxpayer," Battalion Chief Kris Concepcion said. "As soon as it is economically feasible, we will implement them."

Problems plagued the firefighting effort from the start.

The plan was to pinch off the fire early. But hundreds of gallons of water destined to be dropped by helicopters on the fire had to be diverted and dropped on a Corona fire engine crew that had been overrun by flames after going off-road to try to fight the flames. The Corona crew's decision placed them in a "dangerous position," between the fast-moving fire and unburned brush, the report said. The crew was saved, but flames raced west toward Yorba Linda, throwing embers more than a mile in front of the fire.

"It's an angry fire, and it's not getting any happier," Reeder said. "Are we going to stop it? No. How do we want it and what can we do to make it come into Yorba Linda the way we want it to?"

Two strike teams - a total of 10 fire engines - were ordered by Reeder to stage at Station 53 on East La Palma in Yorba Linda to get ahead of the fire. "In my mind, what was burning in Corona was already done," Reeder said. "It was not the piece to worry about."

Strike team leaders ignored Reeder's order, self-dispatching instead to Corona, the report said. With the original order unfilled, strike teams did not arrive until Yorba Linda until 11 a.m. - nearly 2 hours later. The first Yorba Linda house was already burning.

Command officers have a "certain amount of latitude," Concepcion said. "They must have thought there was something more pressing in Corona," he said.

Fire stations were emptied to fight the Laguna fire in 1993, but entire OCFA battalions were left fully staffed during the Freeway Complex fire, officials said.

"We had two fires burning close to each other, and we didn't know what caused them," Concepcion said. Extra strike teams were ordered from other counties, but it took time for them to arrive.

Off-duty Fire Authority crews were mounting their own defenses, hijacking three engines and heading to the firefight, creating serious safety and accountability issues. Command staff scrambling for extra engines to send to the firefight spent up to 12 hours trying to find the maverick engines, the report said.

"These firefighters are heroes," Fire Authority union President Joe Kerr said. "These firefighters came in off-duty to try to do everything they could to save homes. A lot of homes were saved because of them. You're not going to find more dedication than that."

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"We take crew accountability very seriously," Concepcion said. "We want to make sure this never happens again."

The involved firefighters have been interviewed but were not disciplined, Kerr said.

The fire chief and the union plan to send a letter to its employees reminding them that department rules and regulations need to be followed, even during a disaster. Even though the crews were not assigned to work, they were paid, Concepcion said.

Wages are paid at time and a half for nonscheduled workdays. A preliminary report made no mention of the rogue crews.

The fire moved fast.

Santa Ana winds up to 60 mph sent flames hurtling over steep, dry hills - and on a direct path to Yorba Linda. The fire consumed the length of nearly 14 football fields every 60 seconds. More than 10,000 acres burned in the first 12 hours, taking with it hundreds of homes and buildings.

City and county officials failed to activate an automatic telephone alert system. The first calls telling residents to flee the fire didn't go out until after 4 p.m., nearly three hours after the Fire Authority issued a news release stating a "raging wildfire" had destroyed homes in Anaheim Hills, Brea and Yorba Linda.

Dozens of homes continued to burn in Yorba Linda around 2 p.m. as firefighters were also forced to battle low water pressure and dry hydrants on Hidden Hills Road and surrounding streets, the report said.

One strike team leader told Fire Authority Chief Prather that his crews could have saved five to six homes of the dozens of homes burned in the Hidden Hills neighborhood. But without water, the team's five engines were forced to move to lower ground. There, they found hydrants with water and made a stand against the blaze.

Fire Authority water tenders were called in to shuttle water to crews. But the pressure problems also hindered the tenders' efforts, Prather said. Some of the depletion of water pressure was directly attributed to engines drawing thousands of gallons of water a minute from hydrants simultaneously as they desperately dumped water on dozens of homes burning at once, Prather said. It took more than three hours for water pressure to improve enough for water tenders to continue filling up, the report said.

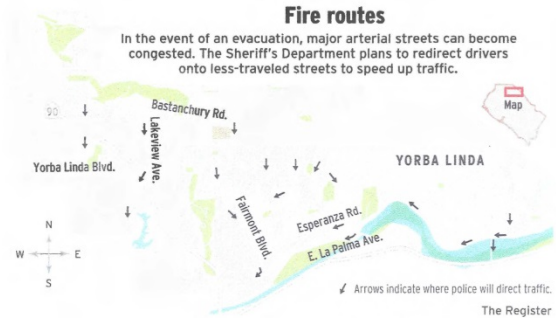
Fires outnumbered fire engines. Fire crews snuffed out flames before moving to the next burning home but returned to neighborhoods hours later to find dozens of new fires, sparked by embers unknowingly inhaled into attics. Four days later, the fire was reignited in.

"We want to improve. We want to get better," Kerr said. "What we need to work on is command and control and proper staffing and deployment so we can keep small fires small."

<http://en.comregister.com/articles/190705-water-engines.html>

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<http://images.enr.com/register/images/190705-freewaycomplex190705-yorbalinda-les.html>

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Why weren't the fires snuffed out immediately?

By TONY SAAVEDRA and ERIC NEFF

FIRE CENTRAL: Complete fire coverage

Email Article

From the beginning Saturday, the cards were stacked against firefighters when the so-called Freeway Complex fire erupted in Corona soon after 9 a.m.

Hot winds, resources swallowed up by fires in Santa Barbara and Sylmar, low water pressure - in almost no time, the flames sprinted west to Yorba Linda, burning down high-priced houses in the Blue Ridge Drive area. With gusts of 30 mph, firefighters in Corona and neighboring Yorba Linda had little chance of stamping out the blaze, which grew in size and ferocity. Gov. Arnold Schwarzenegger declared a state of emergency for Orange and Riverside counties, as well as for Los Angeles County.

"We just started losing homes. We didn't have enough units," said Mickey Hansen, an Orange County Fire Authority safety officer. He said there were nine firefighting units in the neighborhood when the flames arrived. They immediately called for more units but were outrun by the fire.

"There were just so many fires," Hansen said. "There wasn't enough to go around."

Little more than a year ago, the Santiago fire bedeviled Orange County for nearly a month, charring Santiago Canyon and fueled by winds and slow-to-arrive state resources. Orange County spent the following year trying to beef up and prepare for the next disaster. It had virtually the same results.

The Freeway Complex fire was too quick for Orange and Riverside county firefighters.

"This was a fast-moving fire - at times moving at 100 feet per minute - and more and more resources are constantly needed," said Fire Authority Battalion Chief Michael Boyne.

Helicopters and water tankers flew over the sizzling terrain, drenching areas before the flames could reach them. Firefighters sprayed homes with water to make them more resistant to the flames. But in Yorba Linda, the water supply wasn't up for the job.

In the afternoon, a pump in the Yorba Linda Water District system broke. A replacement was found in Laguna Beach, officials said. But even with the repair, the water system couldn't handle the blaze. The problem was especially evident in the uppermost reaches of Yorba Linda, in Hidden Hills Estate. The water was coming with too little force and was also undrinkable. District officials advised residents to boil their water or mix it with a few drops of bleach.

<http://en.comregister.com/articles/190705-water-orange.html>

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Emergency phone notification not activated in Yorba Linda fire



View Photo Gallery

By NORBERTO SANTANA JR., KIMBERLY EDDIS, DOUG IRVING and MICHAEL MELLO

FIRE CENTRAL: Complete fire coverage >>

Email Article

Even as wind-swept flames roared toward the hillside neighborhoods of Yorba Linda, city and county officials failed to activate a telephone-alert system that would have given thousands of residents early warning of the fast-approaching threat.

In fact, the first automatic calls warning people to flee the onrushing fire went out shortly after 4 p.m. - nearly three hours after the county had declared an official emergency. By then, fire authorities had issued a news release warning that a "raging wildfire" had destroyed homes in Anaheim Hills, Brea and Yorba Linda.

"It's a brand-new system," said David Gruchow, Yorba Linda's assistant city manager. "I think we suffered a little bit that the procedures that are used in activating it are still being worked through."

<http://en.comregister.com/articles/0008orangecounty/freewaycomplex190705-yorbalinda-les.html>

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The failure of the alert system - often called "reverse 911" - has set off finger-pointing between city and county officials. Yorba Linda Councilwoman Jan Horton, who also sits on the Orange County Fire Authority's executive board, said the evacuation of hillside neighborhoods could have gone more smoothly if residents had early notification.

Instead, she said, fleeing residents used both sides of the road in their rush to get down the hills. "Had the calls come earlier," she said, "firefighters wouldn't have had to fight their way upstream."

OCFA Fire Chief Chip Prather confirmed his firefighters indeed did have problems navigating crowded Yorba Linda Boulevard and La Palma Avenue. He was frustrated with the problems of the reverse 911 system and said that was an issue that should be reviewed by all of the agencies that responded to the fire.

"Whether it's us or the police in the unified command, clearly something didn't go right," Prather said. "It needs to go better next time."

The alert system automatically calls residents to warn them of danger or tell them to evacuate. San Diego officials used the system during last year's wildfires to alert nearly 600,000 residents of nearby fire threats.

Orange County has only recently installed the system, finalizing procedures for its use in late July. Since then, officials have been working with most Orange County cities to get user agreements signed and local officials trained to use it.

Yorba Linda signed on as a user at the end of September and held an implementation meeting with county officials Oct. 20.

Orange County supervisors have touted the recent installation of the phone-alert system, saying that it sent out several thousand phone calls to residents. But Horton and other residents said those phone calls came too late in Yorba Linda.

The OCFA incident commander issued the call to evacuate east Yorba Linda at 10:22 a.m., triggering an old-fashioned mandatory evacuation by Erea police, with officers going door-to-door and using loudspeakers to get the word out. Orange County's emergency operations center geared up at 11 a.m. Saturday as the Freeway Complex wildfire blustered toward the county. A public-information hotline was up by 12:40 p.m. The county declared an official emergency at 1:35 p.m., and federal and state declarations followed, along with nearly a dozen news releases.

But nobody called to activate the phone-notification system.

"There was no request for it to be activated," said Donna Boston, a sheriff's official who acts as the county's emergency incident manager. "That (request) came in the neighborhood of 3:50 p.m., and that was from a Sheriff's Department person in the field."

<http://m.ocregister.com/content/2008/09/20/ocounty-fire-incident-complex-190706-yorbalinda-brea.html>

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Once that call set the system in motion, Boston said, a flurry of phone calls went out automatically to homes in Yorba Linda. The first messages were left at 4:09 p.m. Within 9 minutes, 7,000 warning calls had been made.

But it was too late.

"Any city that has a threat needs to alert that," Boston said. "They are the alert and warning point for their city. They are responsible for public safety in that community."

The fire destroyed at least 177 homes in Orange County and damaged 114 others. Yorba Linda was hit the hardest, losing 118 homes.

In the city's Hidden Hills neighborhood, fire crews tapped into some fire hydrants to find nothing but air. Homes continued to burn as they fought low water pressure and dry hydrants; complaints about the system run by the Yorba Linda Water District are being examined.

One fire strike team leader told Prather that five to six homes in the Hidden Hills neighborhood burned to the ground simply because of the lack of water.

Those kinds of losses, especially since they could have been averted, brought Prather to tears as he discussed it Friday afternoon.

"We are certainly responsible for the lives of the people in the community," Prather said.

Ken Hertzberg lives on Stonehaven Drive, just down the street from homes that burned. He said the only warning he had was "police ... just zigzagging in and out of people's driveways telling people to 'Get out, don't try to save your homes.'"

He ignored the warning, turned on a neighbor's sprinkler and doused spot fires with a hose.

A few homes away, Dan Henry said he did receive a message on his answering machine telling him to evacuate. He got the message when he returned home, long after the fires had passed. "It probably called as we were loading cars," he said.

But his wife, Lisa, said there was no way the city could get the word out quickly enough. The fire, she said, "moved so fast, nobody could warn us. ... It may make people feel better to put blame on people, but this was a natural disaster."

Horton, the Yorba Linda councilwoman, drew attention this week to the failure of the phone-notification system. She said the late warnings contributed to traffic jams on Yorba Linda's winding roads, complicating the efforts of firefighters to get heavy equipment up the hills.

Horton has asked for a preliminary report on the fire within 10 days. She also asked for a complete after-action report within a month, along with a complete accounting and timeline of where firefighting resources were - and

<http://m.ocregister.com/content/2008/09/20/ocounty-fire-incident-complex-190706-yorbalinda-brea.html>

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when - during Saturday's fire fight in Yorba Linda.

"Undeniably, we are so grateful to the people who came to our aid," she said. "But there were some great, great failures."

Even Prather, who has said he is not looking to expand OCFA authority over water districts, said his department may look at ways to ensure that water hydrants work.

"That's what our job depends on," he said.

"It's ridiculous to think that a firefighter could tap into a hydrant and it doesn't work," Horton said.

The same irony hits her over the phone-notification system. Yet above anything else what Horton wants is accountability. "We're looking into whose responsibility it was. If it turns out it was ours, then we will take responsibility for it."

But she added: "I don't think it should be any one person's responsibility. There should be checks and balances."

The county has established a Web site - www.alertoc.com - that gives a broad overview of the alert system and lists participating cities. Residents can also enter their phone numbers to the county's notification database through the site.

A script for reverse 911 calls has already been written in case the rain forecast for Orange County next week sets off mudslides.

If you saw the fire start, call us at 949-454-7361.

Numerous staff writers contributed to this report, including Dena Bunis, Serena Maria Daniels, Eugene W. Fields, Doug Irving, Marilyn Kallus and Sarah Tully.

[FIRE CENTRAL: Complete fire coverage >>](#)

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ORANGE COUNTY
REGISTER



Marilyn Kallus News Service
Investigative Night Journalist - January 14, 2014
TOP NEWS SOURCE

Chief: Homes could have been saved from fire, but there was no water

By KIMBERLY EDDS

Five to six Yorba Linda homes that burned to the ground by a quick-moving brush fire last weekend could have been saved if only firefighters had the water they needed, Orange County Fire Authority Chief Chip Prather said. The revelation comes as residents and city officials continue to demand answers for why the city's water district had insufficient water pressure and dry hydrants during the 30,000-acre firestorm that destroyed 118 homes in Yorba Linda.

In the city's Hidden Hills neighborhood and highest reaches of Yorba Linda, fire crews facing advancing flames tapped into some fire hydrants to find nothing but air. Homes continued to burn as they were also forced to battle the dismally low water pressure and dry hydrants.

One fire strike team leader told Prather that his crews could have saved five to six homes of the nine homes burned in the Hidden Hills neighborhood. But without water, the team's five engines were forced to move to lower ground. There, they found hydrants with water and made a stand against the blaze.

The Freeway Complex fire, which broke out just after 9 a.m. Nov. 15, destroyed at least 177 homes in Orange County and damaged 114 others. Yorba Linda was hit the hardest, losing 118 homes.

Water district officials have said their system met the minimum requirements of the OCFA and the state fire code.

"It was a problem of too much fire, not a problem of not enough water," said water district spokesman Laer Pearce.

There is little doubt water from the Santiago Reservoir was desperately needed in Hidden Hills. But flames scorched an electronic sensor that kept district officials from being able to tell whether it was feeding the system. Communication was restored by Sunday afternoon, but there was no way to determine the flow a day earlier, water officials said.

OCFA water tenders were called in to shuttle water to crews, driving up and down to the hills. But the water pressure problems also hindered the tender's efforts, Prather said.

Watching the desperate water situation from its emergency operations center, water district officials asked OCFA for three fire engines to pump water from one side of Village Center Drive to the other as a way to increase water pressure. The engines sat on the street pumping water between two of the district's water grids for nearly eight hours, forcing their fuel tanks to be refilled twice, Prather said.

<http://m.ocregister.com/content/2008/09/20/ocounty-fire-incident-complex-190721-fire-district.html>

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Residents packed a Yorba Linda City Council meeting Tuesday, voicing frustration over a lack of water. Resident after resident said they watched as firefighters drove by, explaining there wasn't much that could be done without water.

Fire and water district officials laid out their case in PowerPoint presentation, explaining that they did everything they could. Mutual aid requests sent dozens of engines roaring toward the fire within half an hour. Air resources were called in and evacuation plans worked, officials said. But sometimes Mother Nature packs a powerful punch.

Complaints about the system run by the Yorba Linda Water District are being examined by the OCFA and the Yorba Linda City Council. Jan Horton, a Yorba Linda city councilwoman and member of the OCFA executive board, has asked for a timeline accounting of firefighting resources in her community during the first 12 hours of the fire. She has also requested water district's hydrant maintenance and inspection records.

The water district, not the Fire Authority, maintains and inspects the approximately 4,000 fire hydrants within its district. The Fire Authority, responsible for putting out fires in Yorba Linda and Placentia, operates in good faith that those hydrants will work when they are needed for firefighting, Prather said. But it has never been an issue - until now.

"It is something exceptionally important to our job," Prather said. "We can't have this situation again."

Contact the writer: 714-796-7829 or kedds@ocregister.com

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ORANGE COUNTY REGISTER 62°

Mobile Auto Detailing

Residents paid for but didn't get Yorba Linda reservoir
By TONY SAAVEDRA and KIMBERLY EDDS

YORBA LINDA - A sorely needed second reservoir for Hidden Hills Estates has been on the books for 30 years - and residents even paid for the \$9 million project - but it was never built.

The need for the 2 million gallon reservoir became evident Nov. 15 when the Freeway Complex fire destroyed or damaged 19 view homes in the Hidden Hills area - at least five of which burned because fire hydrants went dry, fire fighters said.

Yorba Linda residents and fire officials have been demanding to know why the city's water district had insufficient water pressure and dry hydrants during the 30,000-acre firestorm that destroyed 118 homes in Yorba Linda alone.

Yorba Linda Water District officials said the Hidden Hills reservoir was stalled over the years by indecision among residential developers, competing water district projects and negotiations with environmentalists.

"Obviously (the reservoir) is an important component, but we just couldn't do all (the improvements) at one time," said Ken Vecchiarelli, assistant general manager.

The 100-home Hidden Hills Estates is now served by the Santiago reservoir, the only one in the city operated by pumps that push the water up to the houses sitting on the highest peak in Yorba Linda. During the fire, the reservoir stopped pumping water to the highest homes as flames rushed through the neighborhood.

District officials have determined that the Santiago reservoir's three electric pumps malfunctioned and a backup, gas-powered pump was damaged by the heat, a graphic illustration of the need for another reservoir.

It turns out that the Hidden Hills reservoir project has sat on a shelf for years.

First, development plans for the hilly area kept changing. Then developer Shapell Industries submitted plans for a housing project and deeded land for the reservoir to the district in 2004. But the housing project was abandoned and the area was turned over to the state park.

The district decided to proceed with a smaller reservoir in 2006 and proceeded to seek the necessary easements from the developer and the park, Vecchiarelli said.

At the time of the fire, the district was in negotiations with state park officials and developer Shapell Industries for the easements needed to build a Hidden Hills reservoir, with a plan to break ground in mid-February.

<http://m.ocregister.com/article/hidden-hills-190430-water-reservoir.html>

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But Vecchiarelli said the project was held up by environmental concerns over endangered habitat.

In September, state officials met with the water district to discuss the effects a reservoir would have on Chino Hills State Park and its visitors. The district took another two months to provide the requested information, said John Rowe, the superintendent of the Chino Hills State Park.

"It's improper planning on their part," Rowe said. "If this was a priority to them, they should have expedited their package to us."

The district - which uses a computerized network of sensors and monitors to watch the system - first learned that they had a water pressure problem from a television report the day of the fire.

An electric sensor was overrun by flames at a pump station that sends water up to the Santiago reservoir, blocking the district's ability to determine whether water was being sent to north Hidden Hills. The answer wouldn't come until a week later, after the district studied computer printouts and interviewed employees.

Water district officials have said their system met the minimum requirements of the OCFA and the state fire code.

"It was a problem of too much fire, not a problem of not enough water," said water district spokesman Laer Pearce.

But residents packed a Yorba Linda City Council meeting last week, voicing frustration over the lack of water and pointing fingers at the district. Resident after resident said they watched as firefighters drove by, explaining there wasn't much that could be done without water.

Complaints about the Yorba Linda water system are being examined by the OCFA and the Yorba Linda City Council. Jan Horton, a Yorba Linda city councilwoman and member of the OCFA executive board, has asked for a timeline accounting for firefighting resources in her community during the first 12 hours of the fire. She has also requested the water district's hydrant maintenance and inspection records.

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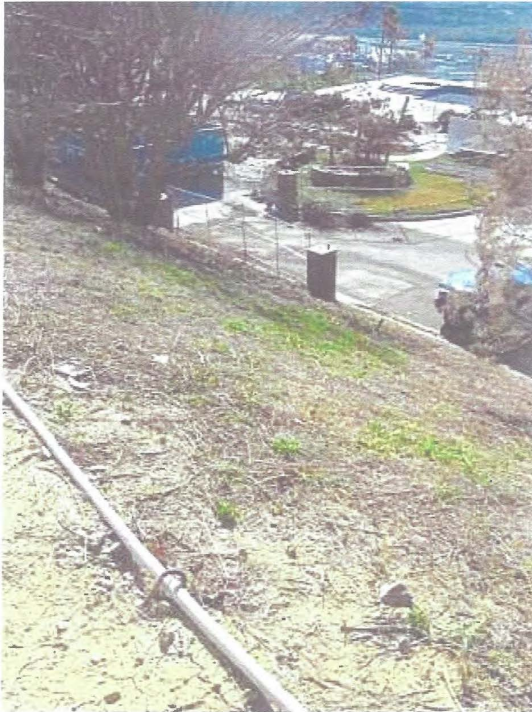
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ORANGE COUNTY REGISTER 62°

Claim: Slopes left dry fueled Freeway Complex fire

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<http://m.ocregister.com/hiddenhills-172550-easements-residents.html>

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View Photo Gallery

By ERIN WELCH

YORBA LINDA - About a month before the Freeway Complex fire tore through homes, the city stopped watering four landscape easements near and around some homes in Hidden Hills.

Email Article

Almost 10 homes near the dry easements were destroyed and residents are angry.

Paul and Gillian Johnson, who lost their home, filed a \$1.8 million claim against the city and the Yorba Linda Water District on Dec. 3.

They claimed that the city is liable for the loss of their home at 22540 Green Mount Place because the city ordered residents to stop watering easements near their homes, which had previously been kept watered.

"There is a lot of disappointment and anger," attorney Eric Traut said. "A lot of heirlooms and war medals were lost."

The Johnsons' claim sought "special damages" and additional general damages, such as temporary housing and inconvenience.

Assistant City Manager Dave Gruchow said: "We will process the claim and evaluate its merit. It's too soon to make a stance of liability or of any facts at this point."

Gruchow declined to comment about the easements, until the claim was completely reviewed.

In October, the city sent out two notices to the 13 homes that were directly affected by the dry easements - spanning parts of Hidden Hills Road, Green Mount Place and High Tree Circle. The first notice told residents the water was already off and the second stated the city's intention to completely abandon the easements.

Why? To prevent any more lawsuits against the city for land movement and inverse condemnation in the Hidden Hills area, officials said.

"The city is liable because we maintain the easements by watering them," interim City Manager Bill Kelly said in October. "Water may not have been the issue in those suits, but because of that we still get sued. The city is the closest deep pocket."

During the past four years, the city spent \$4.8 million on litigation costs, according to the city attorney. To cut costs and eventually lift its responsibility of the slopes, the city started taking steps to completely abandon the easements.

Residents were also told they could not water the easements. If they did, they would be violating municipal code.

"We're asking residents not to water. If vegetation starts to die we will clear the area of dead plants to prevent a fire hazard," Mark Stowell, the public works director and city engineer, said in October.

<http://m.ocregister.com/hiddenhills-172550-easements-residents.html>

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The Johnsons' claimed the city did not clear the dead brush around the easement, according to Traut.

Orange County Fire Authority and city staffers were checking on the slopes frequently before the fire, Stowell said.

"Nothing had died out yet, and there was no need to clear brush," he said. "The easements up there now are green. In fact, it was the easements we kept watering that got completely burned."

About two weeks before the fire, OCFA did not declare the easements as a hazard, officials said.

"We were monitoring those slopes regularly," Stowell said.

Hidden Hills resident Eve Tibbs saw an immediate fire hazard, back in October, if the vegetation was left un-watered.

"The city has to immediately return the water," she said before the Freeway Complex firestorm. "I can understand wanting to release responsibility, but the water needs to go back...what happens if the city gets sued if there's a fire because of the slopes?"

The city and the residents acknowledged that if the easements were left dry, the risk for fire hazards would increase, but if left maintained by the city, could leave the door open to further litigation.

It's a risk residents take when they choose to live up in the hills, officials said.

A November meeting with council members and Hidden Hills residents to discuss some easement solutions was postponed as fire burned through the area and destroyed nine homes near the dry easements.

A suggestion from the city attorney - during an October meeting where the abandonment of the easements was discussed - was to have all residents in the Hidden Hills area sign a hold harmless agreement, saying they wouldn't sue the city for inverse condemnation.

Residents in the Hidden Hills area have been paying annual fees for the city to maintain slopes, including the four slopes the city allowed to dry out.

"I think the council would like a win-win situation," Kelly said in October. "To preserve what's up there is not a win-win situation. Something must change. To continue what we're doing up there now is not acceptable knowing we could continue to face more lawsuits and knowing we must cut back on water. ... We have to change how we do landscape maintenance in the city - there is no alternative."

Contact the writer: ewelch@ocregister.com or 714-704-3719

<http://m.ocregister.com/hiddenhills-172550-easements-residents.html>

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Editorial: Government should be liable for its failures

By An Orange County Register editorial

Email Article

Some observers have been critical of a lawsuit filed by victims of the recent Freeway Complex Fire, who are seeking damages for the destruction of their home. A lawsuit filed by Paul and Gillian Johnson, for instance, seeks damages of more than \$1.8 million from the city of Yorba Linda and the Yorba Linda Water District after their home was destroyed.

Other lawsuits are sure to follow, and while the Johnsons have fire insurance, they are seeking damages for what they call irreplaceable heirlooms, personal documents and other losses.

Critics took the "you knew this was coming" approach, but we find the suit to be perfectly reasonable. The couple's home was in Hidden Hills Estates, which had a lack of water the day of the fire. It was, indeed, one of the most frustrating aspects of that wildfire, as residents in the area watched helplessly as their homes burned. The couple also complained that city officials did not keep dry easements near their home watered and, in fact, forbade local homeowners from watering them.

There's no question the water district had inadequate water pressure in the neighborhood. Fire officials had said there was enough pressure to put out one fire in the area, but not to deal with a large-scale problem. Well, the neighborhood backs into a canyon so it's reasonable to build a system that could accommodate such a common wildfire scenario.

The water district was full of excuses for why it failed to do its job, but those excuses are insufficient, given how many years officials there knew about the problem.

"A sorely needed second reservoir for Hidden Hills Estates has been on the books for 30 years - and residents even paid for the \$9 million project - but it was never built," the Register reported. "The need for the 2 million-gallon reservoir became evident Nov. 15 when the Freeway Complex fire destroyed or damaged 19 view homes in the Hidden Hills area - at least five of which burned because fire hydrants went dry, firefighters said."

It's also right to question the city's role in approving homebuilding projects, given the inadequate water situation.

Why should government agencies, which always spend taxpayer money on the promise of "protecting" the public, not be held accountable when they so miserably fail at offering promised protections?

Let's say a consumer buys a new car, whose maker boasts of its many potentially lifesaving airbags, but then those airbags don't deploy in an accident. No one would complain for a

<http://m.ocregister.com/articles-10852-water-damages.html>

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moment if the injured party filed a lawsuit seeking damages because the airbags didn't function as promised. Governments, for some reason, often get a pass when they fail to live up to their promises. In this case, the failure seems very real and the damages quite direct. There's no reason not to try to hash this one out in court.

Perhaps the legal action will push the district and the city to design and maintain better systems so we don't get a repeat of the "fiddling while Hidden Hills burns" situation.

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ORANGE COUNTY REGISTER 628 PM

Yorba Linda water district, criticized after fire, considers raises

By ERIC NEFF and ERIN WELCH

PLACENTIA - The Yorba Linda Water District, heavily criticized after some firefighters couldn't draw water during the recent Freeway Complex fire, has proposed raises for 16 of its 84 full-time employees, including several top administrators.

The raises, water district officials say, are needed to bring the employees' salaries up to the proper levels.

The water districts' salary proposal comes in the wake of scrutiny from Yorba Linda residents and that community's City Council after the Hidden Hills community was left without water during last month's fire. Orange County Fire Authority Chief Chip Prather said a strike-team leader told him five to six homes could have been saved; 118 were lost in Yorba Linda.

A water district spokesman said the area was overcome by too much fire as opposed to suffering from a lack of water.

Councilwoman Jan Horton, a vocal critic of the water district after the fire, said it was too early to comment about the pay increases.

"But the community may have something to say about it," she said.

The raises will be considered by the water district board on Tuesday.

The Yorba Linda Water District is based in Placentia. It serves Yorba Linda and parts of Placentia, Brea, Anaheim and unincorporated Orange County.

The raises are proposed for employees whose salaries are 10 percent or more below the median salary for the same position countywide. The raises are projected to cost the district \$106,000 annually.

"We are obligated to adjust salaries to be comparable to employee salaries in other positions at other agencies," General Manager Michael Payne said. "Comparatively, our staff is underpaid. We are obligated to staff and to our customers that we attain good, quality personnel."

The engineering manager position, to be filled by January, would receive the largest annual increase: \$17,040. That would boost the salary 16 percent to \$125,172.

The largest percentage increase would go to executive secretary Annie Alexander. Alexander is poised to receive a 21-percent increase in salary, to \$66,384.

Assistant General Manager Ken Vecchiarelli would receive a raise of \$10,980 to \$156,144.

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[http://ocregister.com/articles/water/172458-district-salary.html](#)

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Vecchiarelli is expected to replace Payne, who is retiring Dec. 30. The general manager salary of \$157,200 is determined by a separate board action.

Payne's retirement has been in the works since January, he said. The salary adjustments, he said, have been in the works since July.

That month, all of the employees received a 3-percent, cost-of-living increase.

"We kept going back and forth to really verify the salaries from other agencies to ensure the results were substantiated," Payne said. "It should have been done in July."

The board will meet to consider the proposal at 8:30 a.m. Tuesday at the district headquarters at 1717 E. Miraloma Ave.

Contact the writer: 714-704-3782 or eneff@ocregister.com

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ORANGE COUNTY REGISTER 628 PM

Report: Reservoir ran dry, pumps were shut down during fire



View Photo Gallery

By ERIN WELCH

YORBA LINDA The Santiago Reservoir ran dry during the Freeway Complex Fire, leaving about 180 homes in the Hidden Hills area without water, according to the after action report released by the Yorba Linda Water District Thursday.

The water district's report comes nearly two months after the 30,305-acre fire burned 118 homes and damaged 60 others here. The report outlined the actions, deployment and a timeline of events and facts that took place during the fire.

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[http://ocregister.com/articles/water/172585-fire-santiago.html](#)

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The actions of the water district were under strict scrutiny after residents in Hidden Hills were left with no water pressure and after the Orange County Fire Authority stated in its preliminary report that some homes in the area could have been saved if the water had been available.

The report addressed the anticipated low water pressure issues, fire hydrants and the future Hidden Hills reservoir project.

The water district officially activated its emergency operation center at noon Nov. 15, 2008 - about three hours after the fire started in Riverside County at the edge of the 91 Freeway at Green River Road.

About an hour after the water district set up the operations center, staff lost communication with the Santiago booster pump station, which pumps water from the Santiago Reservoir to about 240 homes in the Hidden Hills area. Communication was also lost to the Hidden Hills booster pump station which gets water from the Springview Reservoir and supplies water to homes in Mission Hills.

According to the report, at 1:30 p.m. operators were able to confirm that the pumps at the Hidden Hills booster pump station were working. But operators could not get to the Santiago booster station because fire in the area was too severe.

At 4 p.m. the Hidden Hills booster station was still in operation and supplying water to homes. Fifteen minutes later, operators reported all pumps at the Santiago booster station had been shut off automatically because the fire had overheated at least three of the pumps.

The report stated water district personnel manually turned on the useable pumps again at 4:15 p.m.

According to the report, when operators made it to the Santiago booster station at 6:20 p.m. air was present in the pipelines, which indicated the Santiago Reservoir was drying up.

All pumps at the Santiago booster station were shut down to prevent damage to the pumps, but the Hidden Hills pump station stayed on to feed water into the Santiago Reservoir and to the homes around Mission Hills.

"The Santiago reservoir was drained completely some time between 4:15 and 6:20 p.m.," according to the report.

Between 3 and 6:50 p.m. four outside agencies supplied water to the Springview, Little Canyon and Quarter Horse Reservoirs, according to the report.

The decision to provide water to those reservoirs and not the Santiago Reservoir was made to sustain the biggest reservoir in the system - Springview Reservoir.

<http://m.ocregister.com/article/172603-fire-santiago.html>

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"The decision to move those agencies to those reservoirs and not Santiago was to do the most good for the most amount of people," said Cindy Botts, spokeswoman for the water district. "Supplying Santiago at that time would not have been as successful."

The Santiago pump station, served by the Santiago reservoir, is the only booster station in the city operated by pumps that push the water up to the houses sitting in Hidden Hills.

According to the report the 2 million gallon Hidden Hills Reservoir Project - originally proposed in 2000 - is a top priority for the district.

The re-design of the reservoir is now finished and the bidding process should start in March.

During the fire fight the report stated a number of fire hydrants were reported inoperable at the time. The district says all fire hydrants were up to code and checked before the fire. Hydrants that were inoperable were bagged and marked to district standards.

In conclusion, the water district stated the entire system met the standards it was supposed to during the Freeway Complex Fire, and the Freeway Complex Fire was a matter of too much fire.

"Water supply problems are not uncommon in catastrophic events such as the Freeway Complex Fire. It also is important to note that the vast majority of homes that were damaged or destroyed were in areas where water pressure and water flows were available during the firefighting activities," according to the report. "There is no way to guarantee that the magnitude of a natural disaster such as the Freeway Complex Fire will not overwhelm even the most robust water system."

Contact the writer: ewelch@ocregister.com or 714-704-3719

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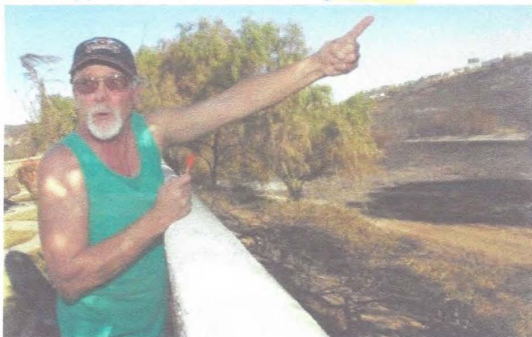
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New county plan would train homeowners to fight fires



View Photo Gallery

By SALVADOR HERNANDEZ

It was like a meteor shower - countless embers flying toward his neighborhood, setting houses ablaze around him. Armed with two garden hoses - 1 inch in diameter each - Dan Nunley kept his Anaheim Hills home from ending up in ashes.

When the Freeway Complex fire tore through the county in November 2008, Nunley ignored a mandatory evacuation and decided to fight.

"My house would have been gone had I not stayed," Nunley said.

Now, Orange County Fire Authority officials said they are rolling ahead aggressively with a plan to educate homeowners on how to protect their homes if they ignore evacuation orders. Dubbed "Leave Early or Stay and Defend," officials said the plan would deal with an already existing fact - some homeowners ignore evacuation orders. Residents working to extinguish

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embers would help protect structures when firefighters are stretched thin.

But officials of the county's largest firefighters union, the Orange County Professional Firefighters Association, which represents firefighters in 24 Orange County cities and unincorporated areas, said they are concerned about the speed at which the plan is being implemented, and that by teaching residents how to protect their home, the department might be encouraging people to place themselves in harm's way. If more people decide to ignore evacuation orders, firefighting resources might have to be diverted to save people instead of fighting fires, officials said.

YORBA LINDA TEST SITE

Fire Authority officials have scheduled a meeting at the Yorba Linda Community Center for Feb. 11, at which residents will receive an instructional video and information on how to protect their homes. The meeting will include vendors that provide equipment and materials to help fight fires, said Kris Concepcion, battalion chief. Residents will also have to create a plan on what to do before, during, and after a fire. A plan will then be implemented in the communities of Portola Hills, Foothill Ranch and Laguna Niguel.

A similar plan has been enacted in Ventura County, Concepcion said. Last year, the agency hosted a summit with neighboring firefighting agencies - Ventura County, Los Angeles, Los Angeles County, San Bernardino County, the state firefighting agency and Riverside County, to discuss the plan, he said.

Officials are not looking to replace firefighters, Concepcion said, but homeowners protecting their homes could help prevent destruction. During the Freeway Complex fire, the peak of the firefighting force reached more than 400 engines, but most of the structures had been lost by the time it was in place.

During the freeway complex fire, most homes that were lost were burned because of embers about a half-mile ahead of actual flames, Concepcion said. While other agencies are still considering detail, chief Chip Prather decided to move ahead and implement a pilot program in Yorba Linda.

FIREFIGHTERS WORRIED

Joe Kerr, president of the Orange County Professional Firefighters Association, said that while the association has not taken an official position on the plan, it could create conflicts as firefighters try to extinguish fires. Some residents might want to protect their property, but they might not be prepared for it mentally or physically.

"I think most people don't have an idea how bad a fire can become," Kerr said.

Residents will be told what type of stress they'll likely face, Concepcion said, such as smoke, difficulty in breathing, hot temperatures and embers that singe the skin. Such information might deter some.

"If you are not mentally and physically prepared for what's coming, it's not for you," Concepcion said. Residents are still encouraged to adhere to evacuation orders.

<http://m.ocregister.com/article/fire-60350-county-plan.html>

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Concepcion said the plan would mainly be put in place in case of fires and communities similar to those affected by the Freeway Complex fire. But if residents are told how to fight fires, whether they will be able to make that distinction is questionable, Kerr said.

"There is a stark difference between preparing people who have to stay and enticing," Kerr said. "How we deal with that is going to be difficult. Now there is a huge assumption on risk that we've never had before."

MORE DISCUSSION NEEDED?

Improving staffing, deployment and fire prevention should be discussed first before adopting the new policy, Kerr said.

"People are going to be put in harm's way," he said. "(The Freeway Complex fire) was devastating because of the amount of homes that were destroyed. It was a success that nobody died. I'd like to keep it that way."

Some details have not yet been worked out, Concepcion said. Officials are talking with Brea Police and the Orange County Sheriff's Department on how this type of policy would affect evacuation orders. Questions such as whether residents will be allowed back in if they were not home when a fire began, but want to return after an evacuation order has been given, have yet to be answered.

Though he would ignore evacuation orders again if another occurred, Nunley said he would not encourage his neighbors to stay.

"It's insanity to fight something if you don't have the right tools," he said.

Union officials will be meeting with the Fire Authority on Friday to discuss this and other issues.

Contact the writer: shernandez@ocregister.com or 949-454-7361

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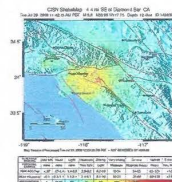
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Search Wikipedia

2008 Chino Hills earthquake

2008 Chino Hills earthquake

2008 Chino Hills earthquake



Date: July 29, 2008
Magnitude: 5.5 M_w
Depth: 9.1 miles (14.6 km)
Epicenter: 33.953°N 117.761°W

http://en.wikipedia.org/wiki/2008_Chino_Hills_earthquake

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Countries or regions: United States (Southern California)

Max. intensity: VIII - Destructive

Aftershocks: ~100

The 2008 Chino Hills earthquake occurred at 11:42:15 a.m. PDT (18:42:15 UTC) on July 29, 2008, in Southern California.^[1] The epicenter of the magnitude 5.5 earthquake was in Chino Hills, approximately 28 miles (45 km) east-southeast of downtown Los Angeles.^[1]

Though no lives were lost during the earthquake, it caused considerable damage in numerous structures throughout the area and caused some amusement park facilities to shut down their rides. The earthquake led to increased discussion regarding the possibility of a stronger earthquake in the future.

Tectonics

The Chino Hills earthquake was caused by oblique slip faulting, with components of both thrust and sinistral strike-slip displacement.^[1] Preliminary reports cited the Whittier fault as the active cause, but the quake was later determined to have been generated by the "Yorba Linda trend," as identified by Caltech seismologist Egill Hauksson.^[2] Its epicenter was within 3 miles (4.8 km) of Chino Hills and its hypocenter was approximately 9.1 miles (14.6 km) deep.^[1] Initial estimations of the moderate main shock reported it as magnitude 5.8, but this was later revised to magnitude 5.4^{[3][4]} and in later months to a 5.5.^[5] The main shock was reportedly felt as far south as San Diego, and Tijuana, Mexico,^{[3][6]} and as far east as Las Vegas, Nevada.^{[1][7]} It was the strongest earthquake to occur in the greater Los Angeles area since the 1994 Northridge earthquake.^{[5][8]}

As reported by *The Orange County Register*, three microquakes, all less than magnitude 3.0, occurred in Anaheim Hills, 7 miles (11 km) southwest of Chino Hills, two months before the Chino Hills earthquake.^[9] There was an unusually low amount of seismic activity in Southern California in the week prior to the quake. Between July 20 and July 26, 2008, there were no earthquakes in Southern California exceeding magnitude 3.0, thus there was speculation that the wane in seismic activity was a precursor to a possible larger event.^[10]

Impact



The earthquake knocked down merchandise inside buildings such as this Yorba Linda grocery store.

The Chino Hills earthquake caused no deaths or significant damage due to the physical location of its epicenter.^[11] Most of the infrastructure in the Chino Hills area is relatively new and well suited to withstand a large quake.^{[4][7][12]} Unlike previous earthquakes in the region—such as the 1994 Northridge earthquake and the 1987 Whittier Narrows earthquake, which caused serious structural damage and fatalities—this quake caused only minor damage.^[7] However, the high volume of telephone use following the shock overloaded provider capacity and disrupted service into the afternoon.^[13]

Amusement rides at Disneyland, Six Flags Magic Mountain, Universal Studios Hollywood and Knott's Berry Farm were evacuated and temporarily shut down.^{[14][15]} California State University, Fullerton suffered some damage in its older, inadequately engineered buildings.^[14] In Orange, the Chapman University School of Law was evacuated after a water pipe was ruptured.^{[15][16]} Pipes on a Macy's department store in Westfield Topanga ruptured during the tremor flooding the store which closed for a couple of days in order to be repaired. A light fixture damaged by the shock started a small fire in the Westfield MainPlace Mall in Santa Ana; since the fire was in an empty movie theater, nobody was harmed.^[15]

A gap was reported on California State Route 91 near Anaheim Hills, approximately 7 miles (11 km) southwest of the epicenter, but the California Department of Transportation concluded that the gap did not pose a danger.^[16] A minor landslide near the freeway caused some traffic congestion, but no injuries or structural damage were reported.^[15] Caltrans replaced an expansion joint on an interstate 5 truck overpass at the El Toro Y Interchange.^[15] The roof of Placentia's public library nearly collapsed; afterwards, the building was closed for repairs.^[15]

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Earthquake damage at South Coast Plaza in Costa Mesa.



Damage in a shopping center.

Electrical outages were reported in Chino, Chino Hills, Diamond Bar and Pomona.^{[17][18]} Over 2,000 people lost power after a fire broke out at a La Habra power station, but electricity was restored that afternoon.^[19] Los Angeles International Airport reported a ground radar system outage along with a broken water heater, causing flooding in the checked luggage preparation area of Terminal 7.^{[7][19]} Minor injuries from falling ceiling tiles were reported at a medical clinic in Brea.^[20]

The quake also interrupted a videotaping of Judge Judy,^[21] causing commotion in the audience and making the security guards evacuate the courtroom.

^ Aftershocks

Approximately 100 minor aftershocks and one presumed foreshock were reported within two days after the earthquake.^[22] 27 of which occurred within an hour after the earthquake.^[23] Four aftershocks of at least 3.0 in magnitude were reported—the first, nine minutes following the initial earthquake, was the largest at magnitude 3.8;^[22] and two others, occurring over two hours later, were recorded at magnitude 3.6.^[24] Twenty-eight aftershocks of at least 2.0 were reported.^[24] One presumed foreshock, magnitude 1.3, occurred sixteen hours prior to the earthquake in the same location as the main shock.^[25]

http://en.wikipedia.org/wiki/2008_Chino_Hills_earthquake

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^ Response

There was speculation that the Chino Hills earthquake may have been a foreshock to a larger earthquake.^[26] The Southern California Seismic Network's *Aftershock Probability Report*, produced minutes after the event, stated that "Most likely, the recent mainshock will be the largest in the sequence. However, there is a small chance, approximately 5–10%, of an earthquake equal to or larger than this mainshock in the next 7 days."^[27]

Geologists at the United States Geological Survey and Uniform California Earthquake Rupture Forecast suggest that an earthquake with a magnitude of 6.7 or larger will almost definitely occur somewhere in the state within the next 30 years.^[28] California Governor Arnold Schwarzenegger said: "This earthquake reminds us to be prepared. [...] We were very fortunate that there were no serious injuries or property damage."^[19] Additionally, registration for the Great Southern California ShakeOut, a regional earthquake drill scheduled to occur on Nov. 13, 2008, increased significantly in the aftermath of the earthquake.^[22]

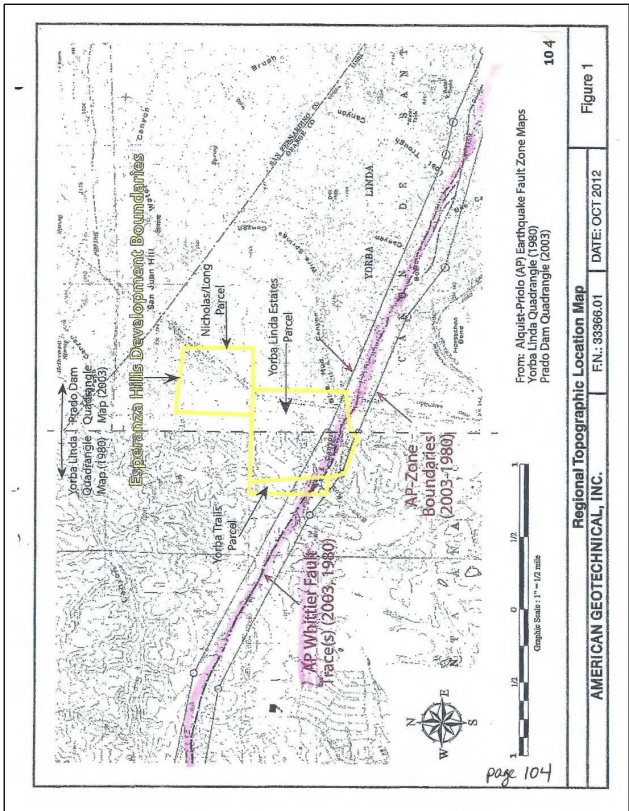
^ See also

^ References

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5% chance bigger earthquake could hit after Yorba Linda temblor

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5% chance bigger earthquake could hit after Yorba Linda temblor

Yorba Linda Shaken by 4.3 Quake
KTLA - Los Angeles

YORBA LINDA EARTHQUAKE

There is a 5% chance that Wednesday's 4.3 earthquake in Yorba Linda could lead to something bigger in the next three days, U.S. Geological Survey seismologist Lucy Jones said.

There is "increased risk for the next few hours or days," Jones said. Most likely, the follow-up quakes would be smaller. A number of smaller aftershocks have already occurred.

Complicating matters, however, is that Wednesday's quake occurred near the Whittier fault, which is among the top 20 most dangerous faults in California, and has a potential of creating a magnitude 7 quake.

"On a normal basis, it's one of the potential sources of a bad earthquake," Jones said.

The Whittier fault runs for about 25 miles through Yorba Linda, Hacienda Heights and Whittier. It is considered to be among the more dangerous because the Whittier fault moves relatively fast, with a slip rate of 2 millimeters a year – faster than the Newport-Inglewood, Hollywood or Santa Monica faults. (The San Andreas fault, by contrast, is considered to be California's No. 1 dangerous fault.)

The 4.3 earthquake that jolted Yorba Linda on Wednesday afternoon appears to be an aftershock of the cluster of quakes that hit the region earlier this month, seismologists said.

The jolted area included southeastern Los Angeles County, Orange County and the Island Empire. The quake occurred in about the same location of an earthquake doublet, two 4.5 quakes that occurred on Aug. 7 at 11:23 p.m. and Aug. 8 at 9:53 a.m. The area was also hit by a 4.0 quake on June 14.

Wednesday's quake, which hit at 1:31 p.m., was located near the center point of the magnitude-6.5 Chino Hills earthquake that reverberated through the Los Angeles Basin in the summer of 2008.

ALSO:

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- Rong-Gong Lin II

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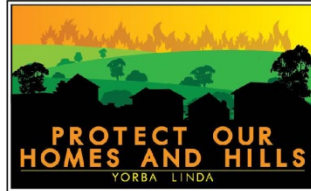
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Comment Letter L29

Nelson, Marlene

February 1, 2014



February 1, 2014

Orange County Planning
Attn: Kevin Canning
300 North Flower
Santa Ana, CA 92702-4048

Re: Esperanza Hills – Draft Environmental Impact Report, EIR No. 616
Section 5.2 – Air Quality

Dear Mr. Canning:

The following comments are provided in regard to the Esperanza Hills Draft Environmental Report under Section 5.2 - Air Quality.

The project DEIR states that over 15 to 16 million cubic yards of dirt will be moved during the grading of the project. Further the estimated duration of construction could last up to seven years, depending upon market conditions. During the grading of the project, adjacent resident will be subjected to dust and pollutants. Although the project states that estimated pollutant levels are less than significant, it acknowledges that NOx levels will exceed SCAQMD levels for the first two years of construction (Table 5-2-9). The DEIR should detail the potential elongation of this time estimate if market conditions are such that the construction period is protracted due to a loss of demand.

The South Coast Air Basin presently is in non-compliance with Federal PM10 Standards and designated as nonattainment for State PM10 standards. The cumulative nature of Esperanza Hills and Cielo Vista will exacerbate the PM10 loading. Further it is acknowledged that utilizing mitigation measures may also exacerbate air quality as shown in Tables 5-2-8 and 5-2-9, stating that:

It should be noted that the application of some mitigation measures have tradeoffs in pollutant reductions and, therefore may result in increases of some pollutants (CalEEMod User Guide, SCAQMD, February 2011, pages 34 – 35). Therefore, in some cases, the mitigated emissions for CO are slightly higher than unmitigated emissions.

The existing residential areas are directly downwind from the prevailing wind pattern during Santa Ana wind conditions. During the past several years, the Santa Ana's are

L29-1

L29-2

L29-3

**Response to
Comment Letter L29
Nelson, Marlene
February 1, 2014**

- L29-1 The County acknowledges receipt of a letter from Marlene Nelson dated February 1, 2014. With regard to air quality impacts, Table 5-2-9 (page 5-82 in the DEIR), which is referenced by the commenter, shows that NO_x emissions will exceed SCAQMD thresholds during grading. However, the table also shows that with mitigation the emissions will be reduced substantially to below threshold levels. The air quality analysis prepared for the Proposed Project includes estimates of pollutant emissions based on a reasonable buildout as currently anticipated. At this time, it is speculative to estimate market conditions which might impact the duration of grading.
- L29-2 The commenter correctly quotes the DEIR (page 5-80) regarding CO emissions being slightly higher when mitigated than the unmitigated condition. However, as shown in Table 5-2-8 and Table 5-2-9, the highest level of unmitigated CO emissions is 81.9. The SCAQMD threshold is 550. Therefore, mitigated or unmitigated, emissions are far below SCAQMD thresholds.
- L29-3 Section 5.2 (Air Quality) includes Mitigation Measures (AQ-2 and AQ-3, page 5-89), which are designed to address dust impacts through best management practices for dust control during project construction. Mitigation Measure AQ-3 specifically calls for preparation of a high wind dust control plan. Compliance with the SCAQMD handbook (AQ-2) provides additional assurance that all project-related air quality impacts during construction will be addressed. As noted in response to Comment L29-2 above, no SCAQMD thresholds will be exceeded.

2

not just a Fall event lasting through November-December, but have become prevalent from October through even April at the property site. The winds blow dust and dirt through Blue Mud Canyon during those times. The developer should be required to adjust their analysis during construction to account for the increased Santa Ana wind activity and season with will produce increased health impacts of fugitive dust emissions and address the negative impacts to the existing residents locate downwind from Blue Mud Canyon. As cited above, mitigation measure may actually exacerbate negative impacts.

L29-3
cont'd

The project states that watering the site will be required three times per day during grading operations (at page 5-25). California is now in an historic drought with severe restrictions in water use inevitable. Where will the enormous amount of water come from in order to mitigate dust from grading 15 to 16 million cubic yards of dirt? Will the developer pay for the water at commercial rates? If so, will existing residents actually be subsidizing the developer by paying higher consumer rates for their water requirements? Is this the time to be initiating such a grand specific plan amidst this historic drought in California? The DEIR should address the impact of its water consumption during a time of historic drought.

L29-4

I would like, at this point, digress a bit, to the late 1980's, with a factual analysis of the impact on air quality of hillside development that requires an inordinate amount of earth to be bulldozed and graded for months and even years before the "dust settles."

L29-5

We bought our home and moved to 4790 Via De La Roca, in November 1985. At that time, Via Del Aqua stubbed out at a dead-end just past our street, Via De La Roca. The dead-end was actually overlooking a small canyon beyond...where both Esperanza Hills and Cielo Vista now want to build and is precisely where Option 1's primary entrance would be located. About three years after we moved in, bulldozers started to cut Stonehaven up from Yorba Linda Boulevard through the hills to our northwest. The real estate market started to heat up with lotteries the common scene for anxious buyers. To our amazement the extreme amount of dirt that was cut from Stonehaven soon found its place....it was dumped to the northwest of Heatherridge. So at that time, for months, we watched as the dozers continued to bring thousands of cubic yards of dirt over to our side of the ridge and to our amazement, Stonehaven was eventually tied in to Via Del Aqua. That was certainly not what we were shown when we purchased our Brock Estates home as to potential development behind our home. Devonport, Stirlingbridge, and Blue Mountain all were fabricated by the fill from cutting Stonehaven. We were amazed and disappointed because we had been told when we purchased our home that Via Del Aqua would continue into the Blue Mud area for large, one acre equestrian estates at some time in the future. And then it started....

My daughter, 8 years old at the time, began having severe coughing events whenever she caught even a mild cold. She coughed so much that she could literally be

- L29-4 Grading will occur over a two-year period. As noted on page 5-26, landscaping will be installed upon completion of grading, minimizing the exposed surfaces. Water use will fluctuate depending on the amount of land graded at any given time. The entire site will not be graded at one time. As detailed on page 5-631 of the DEIR, the YLWD determined in its Urban Water Management Plan that sufficient water supply would be available to meet its needs through 2035, including the Proposed Project. Availability is speculative but will be consistent with current conditions at the time of construction. With regard to payment for water, CEQA does not require the analysis of costs, since costs are not considered an environmental impact.
- L29-5 The commenter's narration of personal experiences related development in the area since 1985 have been noted. As indicated in the DEIR, the Proposed Project has been designed to balance grading on-site, and measures to reduce particulate matter, including watering three times daily, will be implemented during the grading and construction phase to minimize potential impacts resulting from those activities. As noted in Section 5.7 - Hazards and Hazardous Materials, page 5-290, the existing oil wells are subject to oversight by the California Department of Conservation, Oil, Gas and Geothermal Resources. Quarterly reports are submitted by the well operators. In addition, a Phase I Environmental Site Assessment has been prepared, with a Phase II Assessment required to be prepared for abandoned well locations. Well operators will be responsible for compliance with state regulations if contamination of soil is discovered. Please refer to Topical Response 4 for information related to the release of methane gas and potential impacts.

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sleeping and still violently cough. It took months of going back and forth to the doctor. Finally a diagnosis was provided....the doctor told us that she had ENVIRONMENTAL ASTHMA caused by the release of spores from all the earth that was being bulldozed by the cut and fill of Stonehaven. She eventually had to have sinus surgery a couple years later. To this day, now in her early 30's, she continues to have extreme, prolonged coughing spells whenever she has a cold or is exposed to air pollutants.

L29-5
cont'd

So here we are with these proposed developments by developers who would claim that there will be no import or export of soil in the grading of the property. Projects, however, will require over two years' worth of grading activity and on land that, this time, has known carcinogens from oil production and which has the potential to release methane. Esperanza Hills and the adjacent Cielo Vista will need to move hundreds of thousands cubic yards of dirt, primarily to skirt around known hazards including the Whittier Fault and landslide areas, as well as a topography of deep canyons and oil field operations (both active and capped).

A visual survey of the land as it now exists would certainly cause any normal person to believe the land is undevelopable. But to a developer, with enough capital, and enough bulldozers, a lot of money could be made. No matter that the full development could take a minimum of two years of cutting, filling and grading activity, but the full completion of the area could take upwards of SEVEN years to complete (taken from the DEIR of Esperanza Hills, at page 17).

Existing residents, many original owners, who have lived here since 1985, some twenty-eight years, are now expected to be exposed and put in harm's way by massive grading operations resulting in endless phases of development and construction lasting for nearly one-third of the time they have resided in their homes. Many of the original homeowners are now retired, and some have developed health issues of their own in their senior years. Should they now be forced to shutter their windows, stay inside, "*shelter-in-place*" not because of fire, but because of the prolonged exposure to dust and dirt? Developers who wish to bulldoze this amount of land that will take years to complete should be required to compensate adjacent homeowners who will incur a huge expense by running their air conditioners 24/7. Will that mitigation be provided to residents of Yorba Linda who prefer fresh country air?

L29-6

Can adjacent homeowners be assured that there will not be the exporting of contaminated dirt? What studies have been done to ensure that this won't occur? Can this be known before the property is torn up and earth spores exposed? What protection will residents of property abutting the land be provided if environmental hazards are exposed and released into the air during upset of the land?

L29-7

Does Esperanza Hills know for certain that harmful contaminants will not be released into the air during grading or that soil will not have to be moved out of the area? Are they certain that there will be no import or export of soil during grading? All

- L29-6 The DEIR in Chapter 4 - Project Description, Section 4.6 states that the grading will occur in two phases. Planning Area 1 is projected to take 6 to 10 months, and Planning Area 2 is projected to take 6 to 8 months. The grading will not occur over the entire site at one time. In addition to the phased grading plan, as grading moves farther from existing development, impacts will be lessened due to not only topographic features but also distance attenuation. As noted on page 5-78, Subsection 5.2.4.1, under normal wind conditions, the deposition distance of most soiling nuisance particulates is less than 100 feet from the source. Section 5.2 - Air Quality, Subsection 5.2.4.2 specifically analyzes sensitive receptors. The health risk assessment modeled impacts due to construction emissions and concluded that the health risk was minimal to sensitive receptors.
- L29-7 No grading will occur around the existing oil wells. A Phase 1 Environmental Site Assessment (ESA) was prepared for the site identifying the operating and abandoned well sites. Oil wells are subject to regulations and oversight of the California Department of Conservation, Oil, Gas and Geothermal Resources (DEIR page 5-290). A Phase II ESA will also be prepared to identify abandoned well locations, hidden pits or accumulation of drilling mud. The Phase II will also verify regulatory compliance with previously abandoned wells as noted on page 5-332 of the DEIR. Regulatory compliance for all active and abandoned wells will ensure that contaminated soil is remediated and no contaminants will be released. If removal is required, it will be accomplished in accordance with all applicable regulatory requirements for transport and disposal of such material. The contaminated soil would be transported to and disposed of at a certified hazardous waste facility.
- With regard to GHG emissions, in the absence of an adopted Orange County Climate Action Plan for the reduction of GHG, analysis was conducted using the California Air Pollution Control Officers Association GHG reduction programs (page 5-269). Commenter is correct that, under operational conditions, using current guidance thresholds and mitigation strategies, project impacts will remain above SCAQMD advisory levels.

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developer assertions made are sheer speculation that there will not be significant negative impacts on existing residents or that Air Quality will not be adversely impacted by the development of this property. Specifically it is noted that the DEIR for Esperanza Hills states that Greenhouse Gases is one negative impact **that cannot be mitigated** to a level less than significant.

L29-7
cont'd

The County of Orange should demand that the developer do all necessary due diligence required now versus gaining entitlement and thereafter no doubt sell off the property to a builder. Per the County of Orange General Plan, this property is one that suffers from *environmental constraints* and while not precluding development, development may require additional expense of mitigation from the impacts of the project which needs to be paid for by the developer. Will the developer pay for existing residents to run their air conditioning systems 24/7? Will existing residents have to "shelter in place" for over seven years, no longer able to enjoy the half acre lots they purchased years ago?

L29-8

Very truly yours,

Marlene Nelson, Member & Resident
Leadership Team
Protect our Homes and Hills
4790 Via De La Roca
Yorba Linda, CA 92887

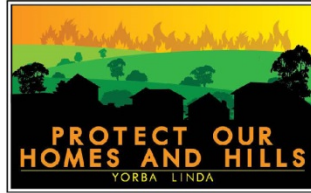
Cc: Kevin Johnson, Esq.

- L29-8 The DEIR identifies 78 mitigation measures and conditions of approval to reduce environmental impacts. During the approval process, the County will consider if the Proposed Project benefits outweigh the identified significant and unavoidable impacts and whether additional conditions of approval are required. Commenter's questions regarding payments to existing residents do not raise an environmental issue and are noted.

Comment Letter L30

Nelson, Marlene

February 1, 2014



February 1, 2014

Orange County Planning
Attn: Mr. Kevin Canning
300 North Flower
Santa Ana, CA 92702-4048

Dear Mr. Canning:

Re: Esperanza Hills Project – Draft Environmental Impact Report, EIR No. 616
Section 5.7– Hazards and Hazardous Materials

Dear Mr. Canning:

This following section pertains to the Hazards and Hazardous Materials section of the subject Draft EIR.

The threat of wildfires on the property of the development and the impact on the lives of residents cannot be overstated. Several factors can make a wildfire in this location complicated to fight. California is in the midst of an historic drought. The Governor of California has issued a state of emergency just a week ago to further document this dire situation. It is unconscionable that the County of Orange would proceed to approve residential development in a wild urban interface zone.

The Dudek fire study largely used computer models to predict fire behavior. However, I have recently learned that Mark Shock, a Hidden Hills resident, provided actual footage of the fire advancing from Hidden Hills to the subject property in about 30 minutes. This footage was from a tower of the Yorba Linda Water District. Mysteriously his NOP comment which included the film clip has disappeared and was not included in the binders of the Esperanza Hills DEIR. Both Esperanza Hills' representatives and Dudek representatives acknowledged that Mr. Shock's submittal was nowhere to be found. It is requested that the developer's fire study be amended to include a review of a film showing the Freeway Complex' fire as it burned the subject property.

Further, with an extended drought and wild weather extremes, which should include an extended Santa Ana wind season, any believe a new, explosive fuel type is on the WUI; namely, HOUSES. (L.A. Times, July 14, 2013, "Suburban Spray Turns Homes into Fuel for Fires"). The article aptly refer to housing in WUI as "suicide subdivisions".

L30-1

L30-2

L30-3

**Response to
Comment Letter L30
Nelson, Marlene
February 1, 2014**

- L30-1 The County acknowledges receipt of a letter from Marlene Nelson dated February 1, 2014 related to Hazards and Hazardous Materials. Commenter notes the state of emergency in California due to drought conditions.
- L30-2 The commenter references a video provided by Mark Schock of the 2008 Freeway Complex Fire. Mr. Schock's comment email is provided herein (Email Comment E9). Responses to the email are included. It has been verified that Mr. Schock's email and video were received by the County, and the email was included Appendix B in the DEIR in all print copies of the DEIR, on the County website, and in the CDs that were distributed to state and local agencies and members of the public. The video has been called to the attention of the Dudek representatives who prepared the Fire Protection and Emergency Evacuation Plan for the Proposed Project. As noted in response to Email Comment E9-3, the video was viewed by the County and staff of Dudek Engineers. Topical Response 1 states that the video did not alter the conclusions of the experts, because the computer model was based on a faster-moving fire scenario.
- L30-3 The commenter is referred to page 5-115 of the DEIR - Summary of Project Design Features. This section itemizes proposed structural and infrastructural fire protection components that will comply with the California Building Code and California Fire Code as adopted by the Orange County Fire Authority. As noted on page 5-315 of the DEIR, the Fire Code includes key features that are required for new development in wildland/urban interface areas. These features include minimum one-hour-rated exterior walls and doors, ember resistant vents, and interior automatic fire sprinklers. The homes will provide more fire-resistant features than existing homes in the adjacent neighborhoods.

Homes on the edge of WUI account for 85% of wildfires in the U.S. in the past decade. (L.A. Times, *supra*).

L30-3
cont'd

The new homes may be hardened, but the landscaping and plantings that will surround them both on the lots and in adjacent managed "open space" will add fuel that will be case as embers upon the existing homes. As such, existing residents will not be "better off" with these developments as asserted by the developer. Further, the exhibits depicting the grand entrances of Esperanza Hills shows vast amounts of plantings, including Palm Trees and meandering street full of other trees and shrubs. Are we really better off with such lush flora and fauna, than with the brush?

L30-4

Esperanza Hills commented upon a partial managed treatment of Blue Mud Canyon at their Open House presentation. Even partial irrigation to Blue Mud will not contain a fire if winds and heat are involved as was the case during the Freeway Complex Fire. Existing residences will be subject to fire spotting from this added vegetation or at a minimum serves no purpose in protecting us from fire.

L30-5

Finally, I am an eyewitness to a fire that occurred on November 15, 2008 adjacent, on and through the Esperanza Hills (and Cielo Vista property), subject to the Draft EIR. I don't need a computer model to assess potential hazards. I have resided at 4790 Via De La Roca, Yorba Linda, for the past 28 years. Prior to purchasing this residence, we lived in Placentia. We are an original owner of our residence. We were aware that the area may burn, as we witnessed the 1980 Owl Fire and drove to Yorba Linda and actually saw "lazy flames" coming from Blue Mud Canyon to Yorba Linda Boulevard. We felt safe in that a fire station was less than a few blocks away from our Via De La Roca home, and the fire that we witnessed back in 1980 was a slow moving grass fire. The subject DEIR also mentions the close proximity of the fire station and states how fire assistance would be readily available to protect us! Then there was the Freeway Complex Fire of 2008! What a different fire experience that was.

L30-6

That morning was unusually hot for November and was a typical Santa Ana wind event, but very strong, about 45 to 50 MPH conservatively. Out in our yard we noticed smoke to the East. I was getting ready to go to San Dimas close to noon. I actually drove over to Aviemore to see just where the smoke was coming from...it was way East and the radio and TV broadcasters confirmed that it was at Green River Golf Course. No problem I thought. I got in my car and my husband stayed at home working in the yard. By the time I arrived at San Dimas, my husband called to tell me to get back home as the fire had dumped a wad of brush in Blue Mud Canyon. I got in my car and drove home. On the way, I phoned my husband again. He told me that from the time he came in and called me the first time and the time he got back out to the yard, the fire had traveled totally West across the back brush of our home and over the hill towards San Antonio, all in less than five minutes time. It took me 1 ½ hours to get back to Yorba Linda because of the freeway closure of the 57 because of the fire in the Hills of Brea. By the time I drove back to our home, came around the corner, to my horror my neighbor's

- L30-4 Vegetation management will be implemented and maintained using lower flammability landscapes. Fuel modification zones adjacent to homes and along roadsides in addition to strategic fuel breaks (Section 5.7 - Hazards and Hazardous Materials) will significantly affect fire behavior. Maintenance will include periodic removal of undesirable and combustible vegetation and replacement of dead and dying fire-resistant plantings. These measures will reduce available fuels on the Project site in the event of wildfire, especially since the wildfire threat will continue to exist post-development from Chino Hills State Park where medium to heavy fuel loads exist due to the dominance of shrubs.
- L30-5 Partial irrigation of Blue Mud Canyon relates to the revegetation plan for impacted plant species. This will provide the added benefit of reducing/eliminating dry fuel during a fire event.
- L30-6 The commenter's narrative of the Nelson family personal experience during the 2008 Freeway Complex Fire is noted.

3

home was COMPLETELY GONE with two cars burning in the driveway and his gas line burning like a roman candle less than fifteen feet from the corner of my home. There were NO Orange County Fire Authority personnel anywhere to be seen. I did not see my husband....

It took a few minutes to actually find my husband in the backyard of our half-acre lot. He had been busy during the last several hours putting out vegetation fires in our yard, and watering down our eaves next to our neighbor's home that burned down. The heat was horrendous, the wind was strong, and despite the strong wind, you couldn't see very far. My husband told me that earlier the evacuating traffic down Via Del Aqua was three wide and stopped for a considerable time and our neighbor who ultimately lost his home, grabbed his kids and pets, left his cars and literally ran down the sidewalk to Yorba Linda Boulevard. I was home about twenty minutes when the home above us literally exploded and burned down....this some two hours after the main fire went through. One fire water tender truck finally came in since the outbound, evacuating traffic subsided, and was putting out vegetation on my neighbors hill when they saw the neighbor's home above us go up in a blaze. They raced up to that home, but it was too late, the home was invaded by embers in the attic and it literally exploded before my eyes. In moments, it was a total loss, and this was over two hours after the main fire passed through the area.

Our home would certainly have been lost if my husband had not stayed home. No doubt about that. Would he stay if another fire occurs....yes. Why? Because he witnessed the fact that the congestion of evacuating neighbors, three wide, driving down Via Del Aqua all at once, backed up and stood still, and never permitted any OCFA vehicles up the road. It didn't matter how close the fire station was. To regress a bit, let me say, we did all the preventative chores we should have before the fire season. In February of 2008, we contacted The City of Yorba Linda, The County of Orange, and OCFA to request assistance in getting the weeds abated on the water/fire easement behind our home. Weed abatement had not taken place for two years and vegetation was high. It took until October 2008 until the County was able to contact Mr. Amos Travis, owner of the property, to arrange for the vegetation to be dishd under. About three weeks before the fire, we had all our queen palms professionally skinned. Years earlier we had purposely planted our hill with ice plant (a fact other neighbors claim probably saved their homes). We purchased mini "fireman's hose nozzles" in August that allowed my husband to shoot water up those 30 foot palms and on the eaves during the fire. We even had contacted our insurance company the first of November and brought all our coverage up to date with appropriate replacement cost increases. We had done all the chores we should have done. We still nearly lost our home. The heat from the fire from our next door neighbor's house cracked two of our window panes but thankfully only the outside pane of the thermal glass panels, which we discovered a week after the fire...that's how close it was to losing or home.

L30-6
cont'd

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I've learned more about fire than I ever thought I ever would. Everyone involved with these developments has assured us how much better off we'd be with development behind us. In a report after the fire, the Orange County Fire Authority considers that the evacuation was quite orderly. That is a complete fabrication from what we witnessed. In fact, at a recent meeting commemorating the five year anniversary of the fire, the Orange County Sheriff's Department said that the reason for the extreme congestion was that Brea Police Department did not have an evacuation plan! The fact was that gridlock occurred on all streets exiting to Yorba Linda Boulevard. Traffic was stopped going down Via Del Aqua, Stonehaven and San Antonio to name just three. If the Orange County Fire Authority states in their "Ready Set Go" DVD (produced post fire), that the major contributor to destruction in such a fire is building homes in a wild urban interface zone, then how can we be safer with 500 more homes? They say the new homes will be hardened, pointing to Casino Ridge. If you saw Casino Ridge in 2008, the vegetation and landscaping around those homes was new. If you see it today, the homes now have all the lush landscaping the older homes have and more. All that fuel that didn't exist in 2008, is now ready to burn and blow. Speaking to city council members last year, Councilman Young asked us why we thought we wouldn't be safer with development back there, that his in laws experienced a fire reduction in Mohler Canyon when development pushed east in Anaheim Hills. My response was this:

As long as Blue Mud Canyon is there (and it will remain open space after the developments of both Cielo Vista and Esperanza Hills) existing and new homes are at risk because we are at the end of that "wick". It will take but one cigarette, one catalytic converter along the side of the 91 Freeway at Green River to set off another path of destruction through the hills of Yorba Linda around and through Hidden Hills, into Blue Mud and to our homes. Placing a few sprinklers and plantings will not stop that Canyon from burning in conditions that we witnessed. I've recently heard that firefighters will not go into a wild urban fire to within 300 feet of a fast moving blaze because that could basically suck the air out of your lungs and can't be survived (similar to the Preston, Arizona incident). I think back now that it was good I phoned my husband and he came inside to answer my call as the fire raced behind our home. He would have been within 300 feet of that advancing inferno. I've also heard that the Hidden Hills folks couldn't use an designated "emergency exit" to get out on the water easement/fire road that lies adjacent to Blue Mud Canyon and dumps onto Via del Aqua/Stonehaven (labeled as Green Crest Dr.) because no one had a key to get the gate open. THANK GOD. If anyone had opened those gates and any cars attempted to travel that emergency exit road, they would have been stopped by the traffic jam on Via Del Aqua/Stonehaven. That community was but one bolt cutter away from being fried in their cars. The current plans continue to identify that access road as an emergency exit, which if these developments proceed will merge together with our developments AND 500 MORE HOMES onto the same roads that were unable to handle evacuation in November of 2008.

L30-6
cont'd

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5

If you believe that this “perfect storm” couldn’t happen again, think again. In late April of this year, we again had unusual weather. It was in the upper 80’s and the Santa Ana’s were blowing hard, much the same conditions as on that day in November of 2008 I thought. To my horror, there was a crew doing weed abatement with gas powered weed whackers working on the easement behind our home! After calls to the City of Yorba Linda, The County of Orange, The Orange County Fire Authority, (everyone passed the buck with a County representative stating to me, “They know what and when to do that type of work.”) I then went outside and talked to a supervisor of the crew over the fence. I learned that the Metropolitan Water District contracts with them to conduct weed abatement. I did call MWD but I was never given a good explanation as to who thought it was a good idea to do this type of work on a day like that or who was responsible for contract administration. It was a miracle that we didn’t have another fire.

L30-6
cont’d

I’ve learned a lot from these experiences. There is insufficient ingress and egress to add another 500 homes to this area to evacuate on the same, existing roads that did not support evacuation in 2008 to make new development safe, pure and simple. It is foolish and irresponsible to suggest that residents of the new homes will “shelter in place”. If you experienced what we did, you would know that will never happen as it was too hot, too windy, and too smoky for the majority of folks to do that. The new “evacuation plan” of the OC Sheriff is insufficient as well. Their plan contemplates quick control of all intersections to force evacuees to move south. The number of on-duty deputies at any one time, makes such a plan unfeasible if the next fire is as fast and furious as the Freeway Complex Fire was, based not on a computer model, but an eyewitness.

L30-7

Very truly yours,

Marlene Nelson, Member & Resident
Leadership Team
Protect our Homes and Hills
4790 Via De La Roca
Yorba Linda, CA 92887

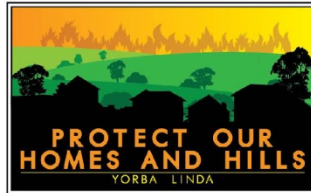
Cc: Kevin Johnson, Esq.

- L30-7 With regard to the commenter's observations regarding the Orange County Sheriff's Department evacuation plan, please see Topical Response 2.

Comment Letter L31

Nelson, Marlene

February 1, 2014



February 1, 2014

Orange County Planning
Attn: Mr. Kevin Canning
300 North Flower
Santa Ana, CA 92702-4048

Re: Esperanza Hills Project – Draft Environmental Impact Report, EIR No. 616
Section 5.14 – Transportation and Traffic

Dear Mr. Canning:

The following comments are provided with regard to Section 5.14 – Transportation and Traffic.

The additional traffic generated by the proposed developments of both Esperanza Hills and Cielo Vista calls for a "Traffic Calming" study in an effort to slow down the traffic, especially in the down-hill direction. If Option 1 is to proceed with all 490 homes ingress and egress pouring onto the Via del Aqua/Stonehaven it is extremely important to assess the danger of such an increase to those local streets in light of the, considerable grade on Via Del Aqua's southern exit off Esperanza Hills primary entry as drivers approach to Street A of Cielo Vista's primary entrance. The grade which contributes to current unsafe speeds should be taken into consideration with respect to traffic and in particular consider and address the cumulative impact of both developments. Mitigations from similar studies include landscaped raised median, traffic circles, stop signs, traffic humps.

I can tell you from experience that cars traveling down Stonehaven towards Via Del Aqua routinely speed down the hill. Where the two streets meet is a considerable bend. When I travel north into the tract on Via Del Aqua to turn into Via De La Roca I have to take great care to ensure there is no oncoming traffic. With traffic volumes increased to such a degree, I fear there will be accidents along that route.

I can also tell you from experience that cars travelling up Via Del Aqua to Stonehaven routinely gun there engines on the way up causing excessive noise which I can hear in my home when the windows are open. Such a drastic increase in traffic will exacerbate this situation and, just like the dust and dirt produced during construction, will cause me to "shelter-in-place" not because of fire, and not for seven years due to

L31-1

L31-2

L31-3

**Response to
Comment Letter L31
Nelson, Marlene
February 1, 2014**

Commenter confirmed that the enclosure noted as “Exhibit 1” at the end of the letter was inadvertently included. Therefore, no attachment was included in Mrs. Nelson’s letter.

- L31-1 The County acknowledges receipt of a letter from Marlene Nelson dated February 1, 2014, related to transportation and traffic. An increase in traffic volume on a particular roadway facility does not directly correlate to an increase in travel speeds or dangerous conditions. However, the request regarding the installation of “traffic calming” measures will be forwarded to the decision-makers for consideration.
- L31-2 Comment acknowledged. See response to Comment L31-1 above.
- L31-3 The DEIR concluded that project-related traffic will result in some increases in noise levels that would exceed the CEQA perceptible increase threshold. Although the noise level would not exceed the exterior threshold of 65 dBA, the discernible increase would be significant as pointed out in this comment. The approved Traffic Impact Analysis adequately addresses the capacity utilization at the intersection of Yorba Linda Boulevard and Via del Agua with the recommended mitigation measure to install a traffic signal and add a westbound left-turn lane. In addition, the median modification issue is fully addressed in Section 11.5 of the approved TIA (Appendix O in the DEIR), and Figure 11-3 shows the concept median modification plan.

construction pollution, but FOREVER, to avoid the noise that cannot be mitigated to a satisfactory level for the continued enjoyment of my home and my peace and quiet.

Further, the proposed development should also consider widening the intersection of Yorba Linda Blvd. and Via Del Aqua to accommodate added traffic due to the development. There is no proof that a single traffic signal to be installed at Via Del Aqua and Yorba Linda Blvd., is all that is required to provide tolerable traffic conditions. Likewise, the widening and additional landscaped median at this intersection should be incorporated into the EIR. Also the study does include lengthening the turnout for Yorba Linda Blvd. traffic turning left onto Via Del Aqua, that in and of itself will produce a hazard as those turning right from Yorba Ranch Road onto Yorba Linda Blvd going southeast, may still come upon excess traffic hanging out in the lanes of traffic waiting to turn left onto Via Del Aqua. The traffic situation on the Via Del Aqua and Stonehaven loop needs more study.

L31-3
cont'd

Conclusions:

I do not believe the traffic section adequately addresses the impact of a significant downward grade approaching the entry in Option 1 with ramifications of increased speed and noise as a result of braking and "gunning" of engines. The mitigation measure of providing a traffic signal at Via Del Aqua and Yorba Linda Boulevard is insufficient in addressing all traffic ramifications. Lengthening of the left turn queue on Yorba Linda Blvd onto Via Del Aqua needs to be studied further to ensure that cars will not remain in the lanes of traffic. The result is that this development together with Cielo Vista poses very negative cumulative impacts to existing streets and to the current and future residents of the City of Yorba Linda who will use them going forward.

L31-4

Very truly yours,

Marlene Nelson, Member & Resident
Leadership Team
Protect our Homes and Hills
4790 Via De La Roca
Yorba Linda, CA 92887

Enc. Exhibit 1. Yorba Linda Estates L.L.C. vs. Virginia Richards Trust

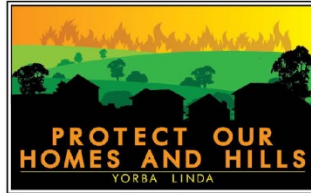
Cc: Kevin Johnson, Esq.

L31-4 Comment acknowledged. See responses to Comments L31-1, L31-2, and L31-3 above.

Comment Letter L32

Nelson, Marlene

February 1, 2014



February 3, 2014

Orange County Planning
Attn: Mr. Kevin Canning
300 North Flower
Santa Ana, CA 92702-4048

Dear Mr. Canning:

Re: Esperanza Hills Project – Draft Environmental Impact Report, EIR No. 616
Section 5.6 – Greenhouse Gas Emissions

Dear Mr. Canning:

This following section pertains to the Greenhouse Gas Emissions section of the subject Draft EIR.

Section 5.6 regarding Greenhouse Gas Emissions states that”

Section 15064.4 of CEQA provides that emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the selection of the model or methodology the lead agency considers most appropriate. Use of a computer model such as CalEEMod is the most common practice for emissions quantification to determine the significance of the emissions. The threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. A lead agency may rely on **thresholds adopted by an agency with greater expertise** if it does not have sufficient expertise in evaluating the impacts. (emphasis added)

Who will be the “lead agency” to determine such thresholds? If that would be the County of Orange, will the thresholds utilized be the same thresholds that were utilized in the review and approval of the Saddlecrest Development? If not, why not?

The DEIR goes on further to state that:

Others, such as the County of Orange, have taken the numerical threshold to be an indicator level that signals a requirement for incorporating reasonable and

L32-1

L32-2

**Response to
Comment Letter L32
Nelson, Marlene
February 1, 2014**

- L32-1 The County acknowledges receipt of a letter from Marlene Nelson dated February 3, 2014 regarding greenhouse gas emissions. As noted in Section 5.6 - Greenhouse Gas Emissions, the SCAQMD governing board adopted interim Quantitative GHG Significance Thresholds. The SCAQMD working group recommends a threshold of 3,500 MT CO_{2e} for residential projects. However, the more restrictive 3,000 MT CO_{2e} threshold recommended for mixed use projects was applied, even though the Proposed Project is entirely residential. Regarding commenter's reference to the Saddle Crest Development EIR, the analysis was based on a reduction of greenhouse gas emissions by at least 16% from what would occur with the Proposed Project under "business as usual" year 2020 conditions. As summarized on page 5-272 of the DEIR for the Proposed Project, state programs will result in a 23.9% reduction of the proposed AB 32 28.9% reduction, and the Proposed Project will result in an additional 5.8% reduction for operational conditions. The County of Orange is the lead agency for purposes of CEQA.
- L32-2 The California Air Resources Board, along with regional AQMDs, have been working since the passage of AB 32 to determine baseline emissions and future emission levels to comply with the required reductions to meet AB 32 standards. Local agencies are allowed to adopt their own standards; however, the County has no formal Climate Action Plan. Therefore, thresholds recommended by the SCAQMD working group were applied to the modeling for air quality impacts related to the Proposed Project.

feasible enhanced “green” building practices without formal adoption of an absolute significance standard.

Why is there no formal adoption of an absolute significance standard?

L32-2
cont'd

Regarding GHG-2, the DEIR states that:

Prior to construction of project, the developer shall implement or **develop a plan for implementation of one or more mitigation strategies for the reduction of greenhouse gas (GHG) emissions** from the report “CEQA and Climate Change” prepared by the California Air Pollution Control Officers Association (CAPCOA) as updated in 2010. The total benefit of the mitigation strategies must result in a minimum 5% reduction in GHG emissions from the business-as-usual value. Alternative strategies not listed in the CAPCOA report may be used with approval of the Orange County Planning Director. The selected strategies, including measures for their long-term maintenance, must be described in a memo submitted to and approved by the County Planning Department prior to initial occupancy of any on-site facility. (emphasis added)

L32-3

Why would the County of Orange not require the developer to develop a plan PRIOR to the approval of the project? What are the mitigation strategies or why is the developer not required to so state at this juncture?

Further, the DEIR states that:

As shown in Table 5-6-5, Construction Emissions (page 5-268) and Table 5-6-6, Proposed Residential Operational Emissions (page 5-268), the size of the Proposed Project is such that direct construction GHG emissions and indirect operations **GHG emissions will exceed the SCAQMD screening level threshold** (3,000 MT CO₂e per year) **by a large margin** (3,889.6MTper year). This finding is based on a BAU assumption and does not include statewide or locally sponsored mitigation. State program reductions reduce the emissions in the BAU scenario by 23.9%. Feasible local reductions, with application of RCMs as summarized above, would result in an additional 10% reduction. Specific local reductions to be implemented on the site would be determined **prior to construction based on then-current strategies and technologies** and as required in Mitigation Measure GHG-2 above. However, even with implementation of required and discretionary GHG reduction measures, **annual emissions cannot be reduced below the SCAQMD’s advisory level and the impact remains significant and unavoidable.** (emphasis added)

L32-4

Estimated construction if the developer were totally successful in its pursuit would be later 2014. What is the purpose of commenting upon “then-current strategies and technologies” when the likelihood of changes between now and later this year would be

- L32-3 Specific design control measures are shown in Table 5-6-8 (page 5-270) of the DEIR. These are currently available measures with estimated reductions based on current technology. Technological advances that may be in place at the time of Project construction and are not known at this time could further reduce impacts. Therefore, the requirement to reduce GHG impacts is included in the DEIR using either CAPCOA strategies or alternative strategies, approved by the County, at the time of construction.
- L32-4 Projected timing is established for purposes of CEQA baseline and horizon year analysis. However, it is difficult to specify project construction start with certainty due to the requirement for coordination with a number of agencies in order to secure permits and approvals. Therefore, it is feasible that more effective mitigation could be available in the near future that would reduce impacts. Refer to response to Comment L32-3 above.

less than significant? The developer should lay out all mitigation measures in advance of approval of the project NOW.

L32-4
cont'd

And finally, the DEIR states that:

Project impacts related to GHG will remain above the SCAQMD advisory level for construction, operation, and cumulative conditions and are, therefore, considered significant and unavoidable.

L32-5

Greenhouse Gases as well as Noise cannot be mitigated to a level considered less than significant and unavoidable. Yes, they can...when this project is CANCELLED.

L32-6

Very truly yours,

Marlene Nelson, Member & Resident
Leadership Team
Protect our Homes and Hills
4790 Via De La Roca
Yorba Linda, CA 92887

Cc: Kevin Johnson, Esq.

- L32-5 Commenter is correct that the GHG analysis in the DEIR found that impacts are significant and unavoidable.
- L32-6 Comment noted.

Comment Letter L33

Kanne, Bob

February 2, 2014

February 2, 2014

Kevin Canning

Orange County Planning

Comments on the Esperanza Hills DEIR

Dear Mr.Canning,

I was very disappointed in the public meeting at Travis Ranch school. There was only one copy of the document to refer to. There were no maps on the walls. Any questions to the document-writers needed to go through Mr. Wymore so there was very little opportunity to interact with the document-writers without taking the time of all 75-100 people in the audience. And you apparently did not bother to show up!

L33-1

The traffic engineer had apparently only counted traffic on a single day, so the numbers are highly suspect. A more complete survey of traffic needs to be completed. The traffic engineer had no answer regarding the two proposed hairpin turns on the access road from Stonehaven. There is a hairpin turn where the road crosses the ridge between Stonehaven and Blue Mud Canyon, and another one at the bottom of Blue Mud Canyon where it crosses the drainage. There is no way that hundreds of cars can get rapidly through these turns in an emergency. Especially a fire emergency, but also an earthquake emergency, mudslide emergency, or any other kind of emergency. There will be accidents. There will be disabled vehicles. The traffic engineer could not cite similar tight curves on any major access road in north Orange County. This was not adequately analyzed. Stonehaven and Agua can not handle the proposed increase in traffic. This was not adequately analyzed. There have been bad accidents at the corners of Agua, Stonehaven, and YL Blvd. These were not documented, and the effect of the proposed development on car accidents was not analyzed, and it needs to be!

L33-2

The traffic documents were so inadequate and confusing, that Doug Wymore's main traffic powerpoint slide was not to be found anywhere in the EIR! He was attempting to explain the traffic usage, and he could not do it using the actual document! Amazing!

L33-3

Doug Wymore repeatedly said that the HOA would manage problems or fix problems. No! The developer needs to solve these problems now, before a single piece of dirt is moved. Who will be responsible when water pipes cause slides, when sewage does not drain properly, when the catch basins fill with mud and overflow instead of feeding silt-free water into the storm drain system? The developer wants to push all of the liability that he is creating off onto the residents, the county, or the city of YL. We won't put up with this!

L33-4

The DEIR does not adequately provide views of the proposed development from appropriate locations in YL, Anaheim Hills, and other locations which will be looking at an ugly graded "layer cake". That type of grading sometimes occurs in Anaheim Hills, but our YL city council has been careful to minimize damage to views. This developer also needs to appropriately analyze the views. The video that Wymore presented had inaccurate pictures of the final appearance of the development. Streets were wider than

L32-5

**Response to
Comment Letter L33
Kanne, Bob
February 2, 2014**

- L33-1 The County acknowledges receipt of a letter from Bob Kanne dated February 2, 2014. The January 16, 2014 meeting to which the commenter makes reference was hosted by the Project Applicant. Technical consultants were available to answer questions during the presentation.
- L33-2 The Traffic Impact Analysis (TIA) Guidelines do not require more than one traffic count at the study locations. However, as detailed in Topical Response 3, an additional count was conducted on February 20, 2014 on San Antonio Road north of Yorba Linda Boulevard. The additional count shows a nominal increase in existing traffic. The Proposed Project access road can adequately accommodate Project traffic, and the roadway design is not required to account for vehicles traveling at excessive speeds, regardless of the circumstances. The approved TIA adequately addressed the traffic impact to Stonehaven Drive and Via del Agua, and the Proposed Project was not required to analyze crash data as part of the TIA scoping process.
- L33-3 The PowerPoint presentation was prepared specifically for use at the meeting to provide a concise, ease of reference tool for the audience.
- L33-4 All infrastructure such as water and sewer systems will be designed and constructed according to approved specifications. The Homeowners' Association will ultimately be responsible for maintenance regarding common areas, including streets and parks. The County and City will have no responsibility in these areas in the gated community.
- L33-5 The commenter is referred to Section 5.1 – Aesthetics, for analysis of the Proposed Project's compliance with County, City and Chino Hills State Park goals and policies. The video presented at the January 16 meeting was a simulation of what the Proposed Project could look like when constructed. It was not intended to be a final site development depiction. Rather, it suggests the types of homes, the roads, the landscaping, and the parks that will represent the Esperanza Hills community. The commenter is referred to pages 5-29 through 5-55 for photo simulations of views from 12 locations, including Chino Hills State Park. The Proposed Project is not located within a scenic vista corridor, and when viewed from a distance appears as an extension of the existing development with development on the lower slopes and a natural ridgeline above the developed area.

The commenter is also referred to the Fuel Modification Plans (Exhibits 5-70 and 5-71 on pages 5-301 and 5-302), immediately followed by a description of the types of vegetation and structures that will be permitted in each of the four Fuel Modification Zones. The Modification Zones are located where residences abut open space areas. Development along the interior Proposed Project streets will include trees.

The commenter is referred to Section 5.13 – Recreation, page 5-536 for detailed information regarding the proposed trails and trail connections. Pages 5-537 and 5-539 depict the conceptual trails plans under Option 1 and Option 2, respectively. See response to Comment L33-6 below for additional information.

actual, parking areas near the entrance gate were shown that will not exist in the actual development, according to Wymore. No actual entrance gate was shown physically blocking the entrance in the video, even though they do plan to build one. Houses are hidden from views by trees in the video, even though the fuel management plan shows no such trees. Inadequate equestrian and hiking trails are included. They need to show a complete analysis of such trails that shows how they will be consistent with the city's trail plan.

L33-5
cont'd

I have several concerns about the Recreation portion of the DEIR.

INCONSISTENT WITH YORBA LINDA GENERAL PLAN

One of my main concerns is that county development standards are lower than the City of Yorba Linda. The applicant wishes to have this development eventually annexed to the city, so it should be built to city standards and the DEIR should spell out where the proposed development is inconsistent with city standards. Saying "Potentially Consistent" is vague wording that misleads the reader.

L33-6

Although it says that "the Project Applicant shall coordinate with the City" to "identify potential planned trail alignments" prior to grading, this is too vague given that the existing proposed grading plan seems to preclude the completion of any of the proposed trails on the Trail Map.

I do not understand why the trail alignments will be defined by the "City and/or County", but that the alignments shall be dedicated only to "the City".

INADEQUATE MITIGATION OF PARKLAND ACQUISITION AND IMPROVEMENT

There is no way that fees paid to the County of Orange can properly mitigate the impacts of this project unless the money is transferred to the City (or Chino Hills State Park) to be spent on projects in our immediate area. Although the Mitigation Measure says "to the benefit of the northeastern Yorba Linda community near the project site", I do not see a discussion of how this could be accomplished through county processes.

L33-7

The document also says that the city is approximately 167 acres deficient in meeting its recommended standard of a total of 4 acres per 1,000 residents for mini, neighborhood, and community parks. Existing county parks at Featherly and Yorba Regional are over a mile away and require an admission fee of about five dollars, so improvements or acquisition for these parks would not be of direct benefit to the neighborhoods around Esperanza Hills. The project proposes parks on county land, but they would be behind private gates and unavailable to existing residents.. It is absurd when the DEIR says that the 12.6 acres of parks proposed in Esperanza Hills would be accessible to Yorba Linda residents "by pedestrian, bicycle, or equestrian access from existing or proposed trails". The primary users of parks are families with young children and they need to drive to community parks, which makes the Esperanza Hills proposed parks inaccessible since they can only be accessed by pedestrians with a walk of thousands of feet horizontally and hundreds of feet vertically.

L33-8

Those are the only parks under current or potential county control, so I do not see a way for parks mitigation money to be used by the county for the benefit of residents near Esperanza Hills. The parks

- L33-6 Provision has been made for a total of four access options in the DEIR. Trail connections have been proposed using various options, and final connections cannot be determined until an access option is finalized. As noted on page 5-536 of the DEIR, trails will be included on the Project site in any event. However, connections to existing trails will require approval by the California Department of Parks and Recreation for Chino Hills State Park trails, the City of Yorba Linda for trails across City-owned property and adjacent property owners for trails on private property. The Proposed Project's trails will be consistent with the City's trails since future connections will require City approval.
- L33-7 Because the Proposed Project is providing neighborhood parks and trails in excess of either County or City standards, no parkland fees will be required.
- L33-8 Regional and state parks are regional by nature, and serve a wide radius of residents. Internal hiking, biking, and equestrian trails connecting to existing city and county trails will provide users of those trails an opportunity to take advantage of the Esperanza Hills parks. Contrary to the commenter's statement, the Proposed Project parks will be on private property that is within the governmental jurisdiction of the County. The Homeowners' Association will be responsible for the maintenance of parks in the Esperanza Hills community.

money should be spent on existing city parks (one is .17 miles away, another .34 miles away), city park acquisitions, or Chino Hills State Park (.50 miles away).

L33-8
cont'd

The developer should voluntarily agree to develop these properties to Yorba Linda standards and not county standards. The city should not be expected to annex a development that is more expensive to maintain, more hazardous, and simply substandard compared to a city-guided development.

L33-9

Based on personal experience, I have a number of examples of the deficiency of county standards compared to the city. I used to live near Kingsbriar Park in YL, next to the Yorba Linda Country Club "county island". Although both city and county standards have changed since those two neighborhoods were built, I think that you will find the comparison useful.

City sidewalks stopped when they reached the county boundary (such as Mountain View Ave. next to the Troy Club). This made it much more dangerous for me to take my kids walking and bike riding when we reached the county line. There is not a single sidewalk in the county island except its NE corner!! Most streets do not even have curbs. Horse paths stopped. Bike trails stopped. And, most importantly, the Country Club blocked east-west traffic through the city! The Country Club extends more than 1.5 miles north and south, and blocked all east-west arterial traffic except Yorba Linda Blvd and the recently completed Bastanchury Road. The county has a history of ignoring safety and traffic impacts of their developments on the city of Yorba Linda.

In most parts of Yorba Linda, it is a pleasure to drive Yorba Linda Blvd due to the beautifully landscaped medians, safe sidewalks, and landscaped edges of the road. This is especially true in my neighborhood, Travis Ranch, and the adjacent East Lake Village. But there is one place where YL Blvd is edged in dry weeds! Can you guess where that is? Of course, it is the county island. The weeds are found in the county island between Fairway View Drive and the golf course, opposite Jessamyn West Park. If you bike ride along Yorba Linda Blvd like I do with my kids, did you know there is just one place where we must dismount? That's right, the county island. Look at the curbs on the corners of Club Terrace Dr. It is the only corner where there is no ramp for pedestrians, bikes, and wheelchairs. Along Kellogg and YL Blvd, there is usually no landscaping between the ugly cinder block walls and the sidewalk.

L33-10

The YL Country Club county island is absolutely substandard compared to nearby Yorba Linda city neighborhoods. The residents of that county island get to use our landscaped streets, our parks, our libraries, our recreation programs, etc, but there are very few amenities within the county island that are of any use to city residents. Esperanza Hills should be built to city standards, not county standards, or it should not be built at all.

- L33-9 As noted in Section 5.13 (Recreation) in the DEIR, the County requires 2.5 acres of parkland per 1,000 persons, while the City requires 4.0 acres, for a difference of 1.7 acres. The Proposed Project will provide up to 13 acres of parks. The commenter does not provide specific examples to support the comment that the development is more expensive to maintain, more hazardous, and substandard compared to a city-guided development. The Proposed Project will be maintained by a Homeowners' Association, not the County. However, construction will be governed by state and county building regulations and standards. The commenter's concerns regarding County property adjacent to the City should be addressed directly to the County as a separate issue from the Proposed Project. The areas noted are not within the Proposed Project boundaries.
- L33-10 The County notes the commenter's concerns regarding landscaping conditions. This concern is not within the scope of the Proposed Project DEIR. While the Proposed Project is within the County's jurisdiction for approval, the Proposed Project has shown consistency with the City of Yorba Linda goals and policies for residential development, including the provision of in excess of the City's requirement for park acreage. See response to Comment L33-9 above. In addition, landscaping will be provided along all roads utilizing trees, naturalized shrubs, and plant palettes that are drought tolerant and considerate of long-term maintenance needs. Plantable Verdura retaining walls will blend with the natural terrain. Parks will have fruit tree themes characterizing Orange County's agricultural heritage.

Cielo Vista and Esperanza Hills should be considered as one development with one EIR, since the development of one is clearly intertwined with the other in terms of their traffic and other impacts. I did not see an adequate analysis of the combined effect of the two developments, even though the developer had said at the NOP meeting that this would occur.

L33-11

I am more familiar with fire issues than I used to be, having put out burning vegetation in my yard during the 2008 fire but being helpless when my neighbor's home at 4800 Via Del Corral (Challacombe) was consumed by flames.

L33-12

First of all, I believe that the proposed developments do nothing to reduce the fire danger to my neighborhood. The fire was blown westward by Santa Ana winds down Blue Mud Canyon. The Whittier Fault traverses Blue Mud Canyon, so the developments do not plan to build there. The same vegetation conditions exist in that canyon today as existed at the time of the fire, and, even if the developments as proposed are built, those same conditions will exist in the future whenever there is a Santa Ana wind.

However, there would be an additional 486 homes in the path of the fire!! This is malpractice and opens up the county and the developer to lawsuits regarding the creation of additional potential for fire loss.

The junction of Via Del Agua with YL Blvd is already one of the most dangerous in the city (check the accident records). It is very difficult to wait for a break in the traffic to make a left turn. The two streets west of Via Del Agua and the six streets east of Via Del Agua all have traffic lights, but Via Del Agua does not!

L33-13

The streets in this area were gridlocked when the 2008 fire came through. Via Del Agua had three (!) lanes of outward bound cars backed up at least to my street, Via Del Corral. There was insufficient room for cars from the existing neighborhoods, much less a single car extra from the proposed development.

L33-14

Imagine what would happen if such a fire occurred on a school day after the proposed developments were built (Nov 15 2008 was a Saturday)! There are about 1800 students at Travis Ranch School currently (there would be more from these developments!), and this school is located less than one half mile from the boundary of Esperanza Hills. Yorba Linda Boulevard would be impassable and the safety hazard would be extreme! Unlike the six-lane sections of YL Blvd west of Village Center Drive, this section is just four lanes and it simply could not handle the traffic! There are no other east-west or north-south arterial roads nearby.

To remind you of the hazardous fire conditions of 2008, I have attached two photos. One shows the Esperanza Hills area just after the fire. It was taken from the MWD easement next to 4800 Via Del Corral and looks east up Blue Mud Canyon. The other was taken from Hickory Tree

- L33-11 Each topical area (e.g., Air Quality, Biology, Traffic) includes a discussion of Cumulative Impacts and Unavoidable Adverse Impacts as the last two sections of each section. In addition, Chapter 7 (Cumulative Impacts) provides an assessment of the potential cumulative impacts of “related” projects that have either been approved or are pending approval that contribute to the cumulative environmental conditions. The commenter is referred to that analysis in each section.
- L33-12 The Proposed Project will not change the fact that the entire area is within a Very High Fire Hazard Severity Zone. However, the Proposed Project will be developed to higher fire resistant standards than existing development in the area. In addition, the provision of a dedicated fuel modification zone adjacent to open space area would reduce the fuel loading around the Project, which would also provide a degree of benefit to the existing development. The commenter is referred to Topical Response 1 and Topical Response 2 for additional discussion regarding Fire Hazards and Evacuation Plans.
- L33-13 As indicated in the analysis of traffic presented in the DEIR (refer to Table 5-14-4 on page 5-554 in Section 5.14), the Yorba Linda Boulevard/Via Del Agua intersection is currently operating at an unacceptable level of service (LOS F) during the AM peak hour. Because the project-related traffic would exacerbate the deficient level of service at this intersection, Mitigation Measure T-1 (page 5-619 in the DEIR) provides for payment towards the installation of a traffic signal at Yorba Linda Boulevard and Via del Agua. However, the County cannot compel the City to implement this improvement, since it is a City-operated intersection.
- L33-14 The County notes the commenter’s narrative regarding the 2008 Freeway Complex Fire and the photos of conditions at that time. The commenter is referred to Topical Response 2 for information regarding Evacuation Plans.

Lane, north of San Antonio Park, and looks south at the fireball of smoke and fire in the sky above the Esperanza Hills property.

I sincerely hope that the concerns of the local residents are addressed by the developers, county staff, and elected leaders.

Yours Truly,

Bob Kanne

4825 Via Del Corral

Yorba Linda, CA 92887

714 779-2803

HikerBob@aol.com

L33-14
cont'd



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