

**ENVIRONMENTAL IMPACT REPORT
FOR THE RELOOC STRATEGIC PLAN-OLINDA
ALPHA LANDFILL IMPLEMENTATION**

RESPONSES TO COMMENTS REPORT

State Clearinghouse Number 2004011055

**Prepared for:
County of Orange
Integrated Waste Management Department
320 North Flower Street, Suite 400
Santa Ana, CA 92703
Ray Hull, Project Manager
(714) 834-7202**

**Prepared by:
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Orange, CA 92868
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(714) 835-4447**

October 2004

RESPONSES TO COMMENTS
DRAFT EIR NO. 588
SCH No. 2004011055

1.0 PUBLIC NOTICE

The County of Orange, Integrated Waste Management Department (IWMD) submitted the Draft Environmental Impact Report (DEIR) for the proposed RELOOC Strategic Plan – Olinda Alpha Landfill Implementation Project to the State Clearinghouse (SCH) on June 16, 2004. A Notice of Completion (NOC) was posted at the SCH and a Notice of Availability (NOA) was posted at the Orange County Clerk Office on June 17, 2004. The NOC and NOA for the DEIR are provided in Attachment A. The NOA was advertised in the Orange County Register; the record of publication is also provided in Attachment A. The NOA was sent to interested individuals, and federal, state and local agencies. The distribution list for the DEIR is provided in Attachment B. The public review period for the DEIR was 45 days (June 17, 2004 through August 2, 2004). The DEIR was made available for public review at the following locations:

- Orange County Public Library, Brea Branch, 1 Civic Center Circle, Brea, CA 92821.
- Orange County Public Library, Irvine/Heritage Park Regional, 14361 Yale Avenue, Irvine, CA 92604.
- Orange County Public Library, Irvine/University Park, 4512 Sandburg Way, Irvine, CA 92612.
- Orange County Public Library, San Clemente Branch, 242 Avenida Del Mar, San Clemente, CA 92672.
- Orange County Public Library, San Juan Capistrano Regional, 31495 El Camino Real, San Juan Capistrano, CA 92675.
- UCI Main Library, Science Library, Receiving Dock, Building 520, Irvine, CA 92697
- Orange County Public Library, Laguna Niguel Branch, 30341 Crown Valley Parkway, Laguna Niguel, CA 92677.
- California State Library Fullerton, Library/Document Section, 800 N. State College Blvd., Fullerton, CA 92831-3599.
- Orange County Library, Dana Point Branch, 33841 Niguel Road, Dana Point, CA 92629.
- IWMD Office, 320 North Flower Street, Suite 400, Santa Ana, CA 92703.

In addition, copies of the DEIR were also available for purchase either as a hard copy or on CDs.

2.0 SUMMARY OF WRITTEN COMMENTS RECEIVED DURING THE PUBLIC REVIEW PROCESS FOR THE DRAFT EIR

Written comments on the DEIR received during the public review period are included in this Section. Responses to these comments are provided following each comment letter. When a comment is made by multiple parties, the response is provided the first time the comment is made and all later similar comments are referred back to that response.

The format of the responses to all the comments is based on a unique letter and number code for each comment. The letter and number immediately following the letter refer to an individual agency, business, group, organization or member of the general public comment letter. The number at the end of the code refers to a specific comment within the individual letter. Therefore, each comment has a unique code assignment. For example, comment S1-1 is the first comment in letter S1.

Section 15204(a) of the California Environmental Quality Act (CEQA) Guidelines indicates that “When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.” Some of the comments received on the DEIR for the RELOOC Strategic Plan – Olinda Alpha Landfill Implementation Project raised issues which are not environmental issues or provided comments or opinions on the project unrelated to specific environmental issues. The responses to comments on the DEIR specifically focus on those comments that relate to potentially significant environmental issues, consistent with the requirements of Section 15204(a) of the CEQA Guidelines.

The written comments received on the DEIR included letters and e-mails. Written comments on the DEIR for the proposed RELOOC Strategic Plan – Olinda Alpha Landfill Implementation Project were received from the following:

2.1 WRITTEN COMMENTS RECEIVED FROM FEDERAL AGENCIES

- F1 United States Army Corps of Engineers - Los Angeles District (e-mail, June 29, 2004).
- F2 United States Fish and Wildlife Service/California Department of Fish and Game (August 2, 2004).

2.2 WRITTEN COMMENTS RECEIVED FROM STATE AGENCIES

- S1 State of California Department of Transportation - District 12 (June 24, 2004).
- S2 Southern California Association of Governments (July 7, 2004).
- S3 California Department of Toxic Substance Control (July 30, 2004).
- S4 Wildlife Corridor Conservation Authority (August 2, 2004).
- S5 California Department of Parks and Recreation (July 30, 2004).
- S6 California Integrated Waste Management Board (July 30, 2004).
- S7 State of California Governor’s Office of Planning and Research (August 3, 2004).

Note: California Department of Fish and Game comments are addressed in the joint Letter F2.

2.3 WRITTEN COMMENTS RECEIVED FROM REGIONAL AND LOCAL AGENCIES

- R1 City of Lake Forest (July 26, 2004).
- R2 County of Orange Health Care Agency (August 2, 2004).

- R3 City of Brea (August 2, 2004).
- R4 City of Anaheim (August 4, 2004).
- R5 City of Fullerton (July 29, 2004).

2.4 WRITTEN COMMENTS RECEIVED FROM BUSINESSES, GROUPS AND ORGANIZATIONS

- B1 Hills for Everyone (July 31, 2004).

2.5 WRITTEN COMMENTS RECEIVED FROM MEMBERS OF THE GENERAL PUBLIC

- P1 Warren Collier (e-mail, June 29, 2004).
It should be noted that the following people submitted a letter ~~the~~ identical to letter P1; copies of those letters are provided in Attachment C.

Jodi Savino	Nicole Scheriber	Karen Hopkins	Natalie Vallejo
Won Yu	Danny Scheriber	Keith Davidson	
MW Kim	Monica Enrique	Debbie Lindblom	
Robert Kay	Andra Cullen	Johnathon T. Boyce	
Michael Ajemian	Co Huynh	Warren LaRose	
Brad Byrnes	Alison Bergquist	Kathy Steinke	
Siska Utama	Kim Byrnes	D Dapkus	
Laura Piroutek	Dorothy Akerblom	Bonnie Diplock	
Mary Jane Piroutek	Sherry	Beth Mooney	
Gary Piroutek	Joy Dean	Jaimee Hubert	
Martha Piroutek	Lisa Alford	Tamara Martin	
Alyse Adams	Demetrio Alford	Josh Hubert	
HD Foley	Tina Johnson	Barbara Grattan	
Carol Heyer	Zeena Adal	Barbara Arczynski	
Mark Jasperson	Wylie Strohl	George Pascarzi	

- P2 Jayanthi Iyengar (e-mail, July 18, 2004).
It should be noted that the following people submitted the identical letter as letter P2; copies of those letters are provided in Attachment D.

Ramon & Cynthia Valdez	Jack & Marianne Keating	Dr. & Mrs. Gary Piroutek	Tina Johnson
Anthony Cardinale	William Holtzen	Al Bertulli	Shannon Cronin
Andra Cullen	Robert Lawton	Gwen Murray	Art Hutton
Jim Dower	Donald Parker	Rebecca Vargas	

- P3 Tammy Martinez (e-mail, July 19, 2004).
- P4 Teresa B. Daxon (e-mail, July 19, 2004).
- P5 Melanie Schlotterbeck (July 28, 2004).
It should be noted that the following people submitted the identical comment letter as letter P5; copies of those letters are provided in Attachment E.

Mr/Mrs Fredric Feldman	Richard/Mowitz Kennedy	Gary/Arleen Dalgleish	Roger Van Oppens
Peter/Opal Kurtz	Michael Slavich	Piroutek family	D Long
Carol Flanders	Fredard Roman	Claudia Muneo	Holly McKnight
Martha Chambers	Mr/Mrs Rodney Todd	Claudia Bushaw	Laura Joseph
Maurice Scott	Sung Baik	Jacqueline Harrison	Pam Lopez
Janet/Mark Zeko	Ann Summers	Steve Willis	Tony Bell
Ted/Lauren Bryan	Eugene/Becky Williams	David Ascencio	Crystal Romez
David Villancio-Wolter	E Brandt	Rob/Leslie Urich	Mary Clark
Karl Reitz	Amy Marshall	Kevin Bush	John/Jeanne Back
Mary Beth Carpenter	Verelyn Prestage	Howard McCart	James Albert
Cheryl/Joe Mendoza	Sue/Dick Knirk	Mike/Lorie April	Margee Hills
Sandra Schmidth	Luanne Collins	Carol Cartwell	Donna Eisenberg
Keith Bowden	Roy/Frances Hanks	Greg Herr	Linda Acosta
Ralph/Pat Richardson	Stella Causland	Dana Riser	Triner & Schultz
Gale Hallsmann	Kathleen Martin	Jessie Palisin	Harold Green
Greg/Joanne Tagliaferri	Reed/Arlene Johnson	Eileen Falkner	Gayle Catalde
Amy Jarnufowski	Leo Burke	Kelley Smith	Mary Glaser
Pat Wright	John/Antoinette Palazzo	Elmer/Grace Chech	Kristen Rowland
Sandra/Russ	Markus/Nicole Seitz	Steve/Janeen Henderson	R. Stephen Simons
Bahlenhorst	John Barlass	M Tuttobene	Barry Friedman
Charles/Donna Austin	Craig King	William Mudden	Paul/Kay Madore
Duke Shea	Sandra Ewer	Susan Espinosa	Alice Buckles
Denise Fasheh	Michelle Niro	Hooper Family	Betty Elsing
The McMillians	Daniel Fehner	Jack Coldran	P. Allen
Georgia Baumeister	Ed Reed	Daniel Alvarez	Allen Quirk
Carl/Betty Hillquist	Mike Lowe	Gregory Woodard	Eric/Anna Head
Gloria Carter	Charles Hunter	Diane Weifenbach	Harold Ehlers
Joanne Lusk	Diane Taylor	Ian Strachan	Norma Allen
Eloise Krivosheia	Ron/Joyce Ulshafer	Kerry Aiederich	Elizabeth Strahan
Karin Staddon	Rick/Ann Marshall	JS West	Carol Horvath
Mr/Mrs Harry Miller	Robert Caldwell	Denise Calhoun	Gloria Schlaepfer
Mr/Mrs Larry Shannon	Lenore Anrick	Troy Mattisson	Teresa Stuart
Joe Beattie	Carl Watts	Troy/Pam Bellomy	Tim McCallister
Craig Kamansky	Lynn Greene	Nick Arnold	Lionel Soto
Malvin Rygh	Virginia Grantham	Kathleen Jardin	Marian Sussman
Frances Read	Linda/Eric Chapman	David This	Ms I Spiegl
Linda Pomeroy	Hal/Maureen Clark	T Schumacher	Brian Helms
Matt Arno	Mary/John Blaydes	Cindy Luna	Gary Riehle
Anne Noonan	Mr/Mrs Craig Baker	Henry Beers	Susan Grlesbach
Lori Diaz	Mr/Mrs Blazek	Ed Schumann	Eric Parra
James/Janet Green	James/Margaret Mc Millian	Bridgette/Robert Pinsky	Marjorie Townsend
Christopher/Doris Geoghegan	Evelyn Zucker	Dirk/Tricia Darling	Rod/Kris St. Clair
J Stack	Ron Daley	Dick/Peggy Heard	Elhe Crutchfield
Doug Buck	Jean Chung	Christie Russell	Diana Johnson
Leanna Bremer	Kate Johnson	David Elliot	Eric Johnson
Paul/Vicki Brewer	Ellen Mossey	J O'Brien	Dave Pebley
Louis Ragni	Jack Rider	Marsha Lombard	Veronica Fewol
Heidi Zimmerman			

Michelle Feamster	Gary/Kathryn Hancock	Lori Rush	David Norris
Eric Eichinger	Michelle/Cliff Owens	Denise Eastlin	Trish Hocking
Leslie Maul	Marilyn Lasker	Smita Shah	Tom Adamski
David/Erin Wright	Kathryn Branman	Kellie Tripp	Wendy Baker
Melissa Clifford	Milt/Jean O'Connell	Armando Esparza	Mark Strom
Jane O'Brien	Glenn/Nancy Goldstein	Mark Bartholome	Chris Jamison
Herbert Ertel	Don/Karen Bettencourt	Mildred Crow	Charlie Glancy
Tom Dunford	Ralph Jakwerth	Pauline Rogers	Peter Eymert
Ginger Krelle	Athrur King	Dorothy Lamb	

- P6 Ralph Heimann (e-mail, August 1, 2004).
- P7 Tina Johnson (e-mail, August 2, 2004).
- P8 David Villancio-Wolter (e-mail, August 2, 2004).
- P9 Keith E. Fullington (e-mail, August 3, 2004).
- P10 R. Dean Whinery B. (July 31, 2004).
- P11 Jim Dower (e-mail, July 18, 2004).
- P12 Art Hutton (e-mail, July 18, 2004).
- P13 William Holtzen (e-mail, July 18, 2004).
- P14 Andra Cullen (e-mail, July 19, 2004)
- P15 Al Bertulli (e-mail, July 19, 2004).
- P16 Dr. and Mrs. Gary M. Piroutek (e-mail, July 19, 2004).
- P17 Jack and Marianne Keating (e-mail, July 20, 2004).
- P18 Cynthia and Ramon Valdez (e-mail, July 21, 2004).
- P19 Rebecca Vargas (e-mail, July 22, 2004).
- P20 Gogi Berger (August 2, 2004).
- P21 Robert E. Zlotnik (August 2, 2004).
- P22 Miles Bush (August 6, 2004).

It should be noted that there were 93 comment letters submitted after August 2, 2004 end of the 45 day review period. These late comment letters included two from local agencies and 91 from members of the general public. Because the comment letters submitted by the City of Anaheim and the City of Fullerton raised new issues of concern regarding the proposed project, they were included in Section 2.3 (above) and were provided with responses. The other 91 comment letters raised issues of concern that were previously addressed by other comment letters and were not provided with separate responses. These 91 late comment letters were received from the parties listed below and copies of these comments are included in Attachment F.

Glen and Ethel Hall (August 3, 2004).	Lionel Soto (August 5, 2004).
J O'Brien (August 3, 2004).	Marian Sussman (August 5, 2004).
Marsha Lombard (August 3, 2004).	Hal/Maureen Clark (August 5, 2004).
Lori Rush (August 3, 2004).	Milt/Jean O'Connell (August 5, 2004).
Denise Eastlin (August 3, 2004).	Gary Riehle (August 5, 2004).
Smita Shah (August 3, 2004).	Carol Horvath (August 5, 2004).
Kellie Tripp (August 3, 2004).	Miles Bush (August 6, 2004).
Armando Esparza (August 3, 2004).	Susan Grlesbach (August 6, 2004).
Mark Bartholome (August 3, 2004).	Eric Parra (August 6, 2004).
Mildred Crow (August 3, 2004).	Trish Hocking (August 6, 2004).

Mark Strom (August 3, 2004).	Rod/Kris St. Clair (August 6, 2004).
Tom Adamski (August 3, 2004).	Elhe Crutchfield (August 6, 2004).
Linda Acosta (August 3, 2004).	Diana Johnson (August 6, 2004).
D Long (August 3, 2004).	Eric Johnson (August 6, 2004).
Holly McKnight (August 3, 2004).	Gary E. J. Kain (August 9, 2004).
Laura Joseph (August 3, 2004).	Al Bertulli (August 9, 2004).
Pam Lopez (August 3, 2004).	Dave Pebley (August 9, 2004).
Carol Knobbe (August 3, 2004).	Veronica Fewol (August 9, 2004).
Gary/Arleen Dalgleish (August 3, 2004).	Michelle Feamster (August 9, 2004).
Mary Clark (August 3, 2004).	Marjorie Townsend (August 9, 2004).
John/Jeanne Back (August 3, 2004).	Harold Sintov (August 9, 2004).
James Albert (August 3, 2004).	Tom Dunford (August 10, 2004).
Margee Hills (August 3, 2004).	Ralph Jakwerth (August 11, 2004).
Donna Eisenberg (August 3, 2004).	Pauline Rogers (August 11, 2004).
Roger Van Oppens (August 3, 2004).	Peter Eymert (August 11, 2004).
Triner & Schultz (August 3, 2004).	Ginger Krelle (August 11, 2004).
Harold Green (August 3, 2004).	Athrur King (August 13, 2004).
Gayle Catalde (August 3, 2004).	Dorothy Lamb (August 13, 2004).
Mary Glaser (August 3, 2004).	Shannon Cronin (e-mail, August 16, 2004).
Steve/Janeen Henderson (August 4, 2004).	Jeff Denchfield (August 19, 2004).
R. Stephen Simons (August 4, 2004).	Katherine Gomez (August 19, 2004).
Barry Friedman (August 4, 2004).	Barbara Cote (August 20, 2004).
Paul/Kay Madore (August 4, 2004).	Linda Sargent (August 23, 2004).
Dirk/Tricia Darling (August 4, 2004).	Teresa Townsend (August 23, 2004).
Betty Elsing (August 4, 2004).	Janet Johnson (August 24, 2004).
P. Allen (August 4, 2004).	Michael Green (August 26, 2004).
Allen Quirk (August 4, 2004).	Patricia Schwind (August 27, 2004).
Eric/Anna Head (August 4, 2004).	Jan Taylor (August 30, 2004).
Harold Ehlers (August 4, 2004).	Sharon Farrell (August 30, 2004).
Norma Allen (August 4, 2004).	Nancy/Jim Novak September 1, 2004).
Elizabeth Strahan (August 4, 2004).	Paul/Nita Causey (September 2, 2004).
Carol Horvath (August 5, 2004).	Stan Raskovic (September 8, 2004).
Gloria Schlaepfer (August 5, 2004).	Lester Anderson (September 9, 2004).
Teresa Stuart (August 5, 2004).	Kim Jensen (September 13, 2004).
Tim McCallister (August 5, 2004).	Gwen Murray (e-mail, September 14, 2004).
	Phli, Shirley & Janine Hooper (September 27, 2004).

FEDERAL AGENCIES

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]
Sent: Tuesday, June 29, 2004 1:45 PM
To: Freeman, Roger; Richmond, Bob; Arnau, John; Christine Arbogast (E-mail); Flores, Jerry
Cc: McClanahan, Suzanne
Subject: FW: Olinda Alpha Landfill Expansion Project

FYI

F 1

-----Original Message-----

From: Amirhosseini, Susan **On Behalf Of** OAL, RELOOC
Sent: Tuesday, June 29, 2004 1:30 PM
To: Hull, Ray
Cc: Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion Project

-----Original Message-----

From: Farrar, Corice J SPL [mailto:Corice.J.Farrar@spl01.usace.army.mil]
Sent: Tuesday, June 29, 2004 11:35 AM
To: 'RELOOC-OAL@iwmd.ocgov.com'
Subject: Olinda Alpha Landfill Expansion Project

Ray Hull:

The purpose of this email is to respond to the Notice of Availability for an EIR, received in our office June 21, 2004, which was prepared by the County of Orange IWMD for the proposed Olinda Alpha Landfill Expansion Project. Although we did not receive an EIR for review, should the proposed project impact one or more areas within the Corps jurisdiction, a Section 404 permit for discharges of fill material to waters of the United States would be needed prior to conducting work affecting waters.

F1-1

We encourage pre-application coordination and Corps Regulatory staff are available for any pre-application coordination meetings. We look forward to receiving additional information as it becomes available. Should you have any questions about our program, please contact me at the number shown below. Thank you.

F1-2

Cori Farrar
Project Manager
Regulatory Branch
U.S. Army Corps of Engineers - Los Angeles District

Mailing Address: P.O. Box 532711, Los Angeles, CA 90053
Tel: 213-452-3296; Fax: 213-452-4196
E-mail: corice.farrar@usace.army.mil
COE website: www.spl.usace.army.mil/regulatory/

**F1 RESPONSES TO COMMENTS FROM THE UNITED STATES ARMY CORPS
OF ENGINEERS - LOS ANGELES DISTRICT DATED JUNE 29, 2004**

F1-1 During the field review of the project site, an assessment was conducted to determine the presence of potential jurisdictional waters of the U.S. It was concluded that the project site did not contain any jurisdictional areas. Therefore, no impacts are anticipated to occur to resources within the jurisdiction of the Corps.

F1-2 Comment noted. No response necessary.



U.S. Fish and Wildlife Service
 Carlsbad Fish and Wildlife Office
 6010 Hidden Valley Road
 Carlsbad, California 92009
 (760) 431-9440
 FAX (760) 918-0638



CA Dept. of Fish & Game
 South Coast Regional Office
 4949 Viewridge Avenue
 San Diego, California 92123
 (858) 467-4201
 FAX (858) 467-4299

F2

In Reply Refer To:
 FWS/CDFG-OR-3724.2

Ms. Linda Hagthrop
 County of Orange
 Integrated Waste Management Department
 320 North Flower Street, Suite 400
 Santa Ana, California 92703

AUG 2 2004

Re: Draft Environmental Impact Report (DEIR) for the Olinda Alpha Landfill Expansion Project in Orange County, California

Dear Ms. Hagthrop:

The U.S. Fish and Wildlife Service (Service) and California Department of Fish and Game (Department) (collectively the Wildlife Agencies) have reviewed the DEIR for the Olinda Alpha Landfill expansion project in Orange County, California. We received the DEIR from the County of Orange Integrated Waste Management Department (IWMD) on June 18, 2004. The proposed landfill expansion will extend the life of the landfill from 2013 to 2021, raise the height of the landfill by an estimated 115 feet, and impact an estimated 33 additional acres of surrounding habitat. Impacted habitat would include 16.9 acres of chaparral, 10.6 acres of revegetated cut slope, 4.0 acres of mature coastal sage scrub, 1.3 acres of mature coast live oak woodland (interspersed with California black walnut), and 0.2 acres of non-native grasslands. Proposed mitigation includes the restoration of oak woodland, coastal sage scrub, and revegetated cut slope at a ratio of one acre restored for each acre impacted. We offer the following comments and recommendations regarding project-associated biological impacts based on our review of the DEIR and our knowledge of declining habitat types and species within Orange County.

F2-1

California Department of Fish and Game

The Department is identified as a Trustee Agency pursuant to the California Environmental Quality Act (CEQA) section 15386 and is responsible for the conservation, protection, and management of the State's biological resources. The Department also regulates alteration and impacts to streambeds, channels and banks (including riparian vegetation) through section 1600 *et seq.* of the California Fish and Game Code and administers the California Endangered Species Act (section 2050 *et seq.* of the California Fish and Game Code; "CESA"), which regulates the "take" of state-listed species and the habitats they require. The Department is also the principal state agency implementing the NCCP Program pursuant to section 2800 *et seq.* of the California Fish and Game

F2-2



Code, which allows regional, habitat-based conservation plans to be developed in concert with participating jurisdictions to aid in the preservation of sensitive biological resources.

F2-2

U.S. Fish and Wildlife Service

The Service's primary mission is to "work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." Specifically, the Service administers the Endangered Species Act of 1973 (Act), as amended, and provides support to other Federal agencies in accordance with the provisions of the Fish and Wildlife Coordination Act. Section 7 of the Act requires Federal agencies to consult with the Service should it be determined that their actions may affect federally listed threatened or endangered species or their critical habitats. Section 9 of the Act prohibits the "take" (e.g., harm, harassment, pursuit, injury, kill) of federally listed wildlife. Take incidental to otherwise lawful activities can be permitted under the provisions of section 7 (Federal consultations) and section 10 (private permits) of the Act.

F2-3

Wildlife Agencies' Comments and Recommendations

- 1) The proposed mitigation ratios for impacts to sensitive habitats are too low. The Department generally recommends the following mitigation ratios for habitat types that would be impacted by the proposed project: At least three acres of coast live oak woodland should be restored or conserved for each acre impacted (3:1 mitigation ratio); at least two acres of coastal sage scrub should be conserved or restored for each acre impacted (this ratio should be higher in cases where the habitat is occupied by federal or state-listed species); at least one acre of chaparral should be conserved or restored for each acre impacted; at least one-half acre of annual grassland should be conserved for each acre impacted. The Service supports these recommendations. Replacement of the revegetated cut slope at a 1:1 ratio is acceptable as this habitat is somewhat degraded and would not be present but for the efforts of IWMD.

F2-4

The above ratios are designed to adequately mitigate impacts to sensitive habitat in the region and reflect the difficulty of recreating habitat that provides the same value to plants and animals as the original habitat. For example, proposed impacts to coast live oak woodland would remove mature trees that are an estimated 35 to 40 feet high. It will take decades for planted oak trees to reach this size and provide equivalent habitat value, and it is difficult to ensure that the restoration sites will ever provide an equivalent habitat value. Although toyon-sumac chaparral is still relatively common in the Chino/Puente Hills, a wide variety of sensitive species have been found in the habitat on site, and without mitigation, cumulative impacts to chaparral and associated wildlife will result in significant loss and degradation of the habitat in the region.

F2-5

- 2) We recommend that a mitigation and restoration plan that incorporates the above recommendations be developed and submitted to the Department for review and approval. The mitigation plan should include details such as the locations where proposed conservation and restoration will occur, the methods to be used to prepare and plant the restoration sites, the length of time that monitoring and reporting will occur, and quantitative performance criteria that will be used to determine when the restoration sites are successful.

F2-6

Because of the extent of proposed impacts to sensitive habitat and the difficulties associated with restoration on the landfill cap, it will likely be necessary to conserve and/or restore habitat at an offsite location. For example, it will not be possible to restore oak woodland on the landfill cap because of the limitations regarding rooting depth of vegetation on the cap. Conservation of off site habitat would also help mitigate impacts to wildlife movement (see below).

F2-6

- 3) In its current state, the Olinda Alpha Landfill likely has a substantial impact on wildlife movement. Landfill activities have created a heavily disturbed area that extends over a mile into relatively undisturbed habitat in the Chino/Puente Hills. Since the remaining undeveloped portion of the Chino/Puente Hills is only about two miles wide (on the north/south axis), the landfill presents a substantial barrier to wildlife movement through the region. By enlarging the landfill and extending its life, the proposed project would extend the amount of time that this barrier to wildlife movement is in place and would expand the size of the barrier by making the landfill wider and taller.

F2-7

Therefore, we recommend that IWMD develop a strategy to mitigate effects to wildlife movement. For example, off site conservation of undeveloped open space in the Chino/Puente Hills, particularly on the east side of Highway 57, would contribute to the long-term viability of the area for supporting wildlife species and movement.

F2-8


- 4) Although the active portion of the Olinda Alpha Landfill is excluded from critical habitat for the federally threatened coastal California gnatcatcher (*Poliophtila californica californica*, "gnatcatcher"), the area surrounding the landfill is currently designated as gnatcatcher critical habitat. The critical habitat boundary should be closely examined to determine whether the proposed project will impact critical habitat. If gnatcatcher critical habitat will be impacted, and the proposed project involves a federal action, such as funding or permitting, consultation with the Service may be required.


F2-9

We appreciate the opportunity to comment on the DEIR for the Olinda Alpha Landfill expansion project. Please contact Jonathan Snyder of the Service at (760) 431-9440 and Warren Wong of the Department at (858) 467-4249 if you have any questions or concerns regarding this letter.

F2-10

Sincerely,


 For Karen A. Goebel
 Assistant Field Supervisor
 U.S. Fish and Wildlife Service


 Donald R. Chadwick
 Senior Environmental Scientist
 California Department of Fish and Game

cc:
 Kelly Schmoker, WCCA
 Alyssa Ing, California State Parks

F2 RESPONSES TO COMMENTS FROM THE UNITED STATES FISH AND WILDLIFE SERVICE/CALIFORNIA DEPARTMENT OF FISH AND GAME DATED AUGUST 2, 2004

F2-1 Comment noted. No response necessary.

F2-2 Comment noted. No response necessary.

F2-3 Comment noted. No response necessary.

F2-4 The replacement ratios identified in the DEIR are proposed. The final replacement ratios will be established in consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). Because the proposed project will not begin until the year 2013, it is IWMD's intention to provide pre-mitigation for the biological impacts that would occur with the implementation of the proposed landfill expansion. IWMD will coordinate with USFWS/CDFG regarding pre-mitigation opportunities.

F2-5 Refer to response to comment F2-4, above. Mitigation for the significant adverse biological impacts of the proposed project were described in Section 5.12-12 in the DEIR. With the implementation of those mitigation measures, no avoidable significant adverse impacts to biological resources would remain after mitigation.

F2-6 As stated in mitigation measure B-1, the Integrated Waste Management Department (IWMD) shall prepare and submit a Mitigation Monitoring and Reporting Program (MMRP) to the CDFG for review and approval. As stated in mitigation measures B-2, the IWMD shall prepare and submit a Coastal Sage Scrub Mitigation Plan (CSSMP), to the CDFG for review and approval. With the implementation of mitigation measures B-1 and B-2, included in Section 5.12.12 of the DEIR, no significant adverse impacts to biological resources would remain after mitigation and, therefore, no further mitigation would be required.

F2-7 The 33-acre expansion area is part of the existing landfill property and is within the Puente-Chino Hills wildlife corridor. To determine the impacts to wildlife movement, the area surrounding the landfill expansion area must be considered. Immediately to the west is the active landfill, which creates conditions largely unsuitable for wildlife movement. Because of the existing landfilling activities, east-west wildlife movement is highly restricted in that area. Currently, east-west wildlife movement is occurring north of the landfill property, where fewer constraints to movement are present. The proposed eastern expansion of the landfill will shift landfilling activities a maximum of 440 feet directly east. Therefore, the landfill expansion is not expected to further reduce east-west wildlife movement.

The east border of the proposed expansion area is on the west-facing side of an existing ridgeline. Currently, any north-south wildlife movement in the vicinity of the expansion

area would be following this geographic feature, and would fall outside of the direct impact area for the proposed expansion. If wildlife were directly using the habitat within the expansion area for movement, there is abundant open space to the immediate east in Chino Hills State Park that would provide opportunities for continuing the north-south movement. Therefore, general north-south wildlife movement patterns in the vicinity of the expansion area are not anticipated to be directly impacted by the proposed project.

F2-8 As indicated in response F2-7, above, the proposed project would not result in significant adverse impacts to wildlife movement. Therefore, mitigation would not be required.

F2-9 A total of six protocol surveys for California gnatcatcher were conducted by Douglas Willick (Permit TE821404-3) and Gilberto Ruiz (Permit TE 840036-2) to determine presence/absence of this species within the 33-acre expansion area. These surveys covered an additional 200 feet beyond the 33-acre expansion boundary. These protocol surveys did not reveal the presence of this species in or immediately adjacent to the proposed expansion area. As such, no impacts to CAGN are expected to occur with project implementation.

F2-10 Comment noted. No response necessary.

STATE AGENCIES

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894



*Flex your power!
Be energy efficient!*

June 24, 2004

S1

Mr. Ray Hull
Orange County Department of
Integrated Waste Management
320 North Flower Street, Suite 400
Santa Ana, CA 92703

File: IGR/CEQA
SCH#: 2004011055
Log #: 1139B
SR #: 57, 142 & 90

**Subject: Regional Landfill Options for Orange County (RELOOC) Strategic Plan –
Olinda Alpha Landfill Implementation EIR**

Dear Mr. Hull,

Thank you for the opportunity to review and comment on the **Regional Landfill Options for Orange County (RELOOC) Strategic Plan – Olinda Alpha Landfill Implementation EIR** dated June 20, 2004. This project is to propose both vertical and horizontal expansions of Olinda Alpha Landfill within the existing landfill property to meet the County's near term solid waste disposal needs.

S1-1

Caltrans District 12 status is a review agency on this project, and has no comment.

S1-2

Please continue to keep us informed of future developments, which could potentially impact the transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Lan Zhou at (949) 756-7827.

S1-3

Sincerely,

ROBERT F. JOSEPH
Chief of IGR/Community Planning Branch
District 12

c: Terry Roberts, Office of Planning and Research
Terri Pencovic, Caltrans HQ IGR/Community Planning

**S1 RESPONSES TO COMMENTS FROM THE STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION - DISTRICT 12 DATED JUNE 24, 2004**

S1-1 Comment noted. No response necessary.

S1-2 Comment noted. No response necessary.

S1-3 Comment noted. No response necessary.

SOUTHERN CALIFORNIA



ASSOCIATION OF GOVERNMENTS

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Ventura County: Irvy Mikels, Ventura County • Elen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

52

July 7, 2004

Mr. Ray Hull
County of Orange, Integrated Waste
Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

RE: SCAG Clearinghouse No. I 20040386 Regional Landfill Options for Orange County Strategic Plan—Olinda Alpha Landfill Implementation

Dear Mr. Hull:

Thank you for submitting the **Regional Landfill Options for Orange County Strategic Plan—Olinda Alpha Landfill Implementation** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

S2-1

We have reviewed the **Regional Landfill Options for Orange County Strategic Plan—Olinda Alpha Landfill Implementation**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.


S2-2

A description of the proposed Project was published in SCAG's **June 16-30, 2004** Intergovernmental Review Clearinghouse Report for public review and comment.

S2-3

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

S2-4

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

S2 RESPONSES TO COMMENTS FROM THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS DATED JULY 7, 2004

S2-1 Comment noted. No response necessary.

S2-2 Comment noted. No response necessary.

S2-3 Comment noted. No response necessary.

S2-4 Comment noted. No response necessary.



S3



Terry Tamminen
Agency Secretary
Cal/EPA

Department of Toxic Substances Control

5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

July 30, 2004

Mr. Ray Hull
County of Orange
Integrated Waste Management Department (IWMD)
320 North Flower Street, Suite 400
Santa Ana, California 92703

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE REGIONAL LANDFILL
OPTIONS FOR ORANGE COUNTY (RELOOC) STRATEGIC PLAN-OLINDA ALPHA
LANDFILL IMPLEMENTATION PROJECT (SCH# 2004011055)

Dear Mr. Hull:

The Department of Toxic Substances Control (DTSC) has received your EIR document. Based on the review of the currently submitted document DTSC has comments as follows:

S3-1

1) The EIR needs to identify and determine whether current or historic uses at the Olinda Alpha Landfill (OAL) site have resulted in any release of hazardous wastes/substances. The EIR states: "The OA Landfill is a Class III landfill permitted for the disposal of non-hazardous MSW."

2) The EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:

S3-2

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- CalSites: A Database primarily used by the California Department of Toxic Substances Control.

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local County and City maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017; (213) 452-3908; maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials/wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies.
- 4) All environmental investigation and/or remediation should be conducted under a Work plan which is approved by the regulatory agencies that has jurisdiction to oversee hazardous waste cleanup. Previously submitted assessment reports, sampling results of related and site related documents should be summarized in the EIR.

S3-2

S3-3

S3-4

- 5) Proper investigation and remedial actions, if necessary, should be conducted at the site prior to the new vertical and horizontal expansion of OAL within the existing landfill property. 53-5
- 6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property." 53-6
- 7) If building structures, asphalt or concrete-paved surface areas or transportation structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products and asbestos containing materials (ACMs). If lead-based paints or products or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. 53-7
- 8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination. 53-8
- 9) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities and due to the effects of the landfill. A Health Risk Assessment (HRA) of the site should be conducted to provide detailed information and studies for determining if there are, have been, or will be, any threatening releases of hazardous materials that may pose a risk to human health or the environment. The HRA should show all impacts to public health and safety and be conducted with the regulation and monitoring by federal, state and local agencies. The HRA should discuss the health impact to the surrounding residential housing developments, businesses and park lands. 53-9
- 10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). 53-10

- 11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility. 53-11
- 12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. 53-12
- 13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. 53-13
- 14) If the project plans include discharging waste water to storm drain, you may be required to obtain a waste water discharge permit from the overseeing Regional Water Quality Control Board. 53-14
- 15) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the government agency to provide appropriate regulatory oversight. 53-15

DTSC provides guidance for cleanup oversight, through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. 53-16

If you have any questions regarding this letter, please contact Ms. Teresa Hom, Project Manager, at (714) 484-5477 and email at thom@dtsc.ca.gov.

Sincerely,



Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: See next page

Mr. Ray Hull
July 30, 2004
Page 5

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

S3 RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL DATED JULY 30, 2004

- S3-1 The Olinda Alpha Landfill, as noted in the DEIR and in the comment, is a Class III landfill permitted for disposal of non-hazardous MSW. As indicated in the DEIR page 1-1, Section 1.1.3.1 (Operations), solid waste landfilling operations have occurred at the Olinda site since 1960. The landfill is only permitted to accept Class III solid waste materials and has never operated as a hazardous waste landfill. The Olinda Alpha Landfill is operated by IWMD in compliance with permits issued by the Regional Water Quality Control Board – Santa Ana Region, South Coast Air Quality Management District and the County of Orange Health Care Agency/Local Enforcement Agency with the concurrence of the California Integrated Waste Management Board. With the proposed expansion, the Olinda Alpha Landfill will continue to operate as a Class III solid waste landfill. The landfill will not accept hazardous waste materials.
- S3-2 The Olinda Alpha Landfill is not located on a contaminated hazardous waste site, nor is the site included on any federal, state, regional or local regulatory agency list as a contaminated hazardous waste site.
- S3-3 Comments noted. Refer to responses to comments S3-1 and S3-2, above, and S3-10, below.
- S3-4 Comments noted. Refer to responses to comments S3-1 and S3-2, above, and S3-10, below.
- S3-5 Comments noted. Refer to responses to comments S3-1 and S3-2, above, and S3-10, below.
- S3-6 As indicated in the DEIR, page 1-1, Section 1.1.2 Project Location, the Olinda Alpha Landfill is surrounded by open space to the north and northwest, the Firestone Boy Scout Reservation to the north and northeast, Chino Hills State Park to the east and southeast, Olinda Ranch housing development to the south, and the future (i.e., approved not yet constructed) Tonner Hills housing development to the southwest. The Brea Green Recycling Facility (i.e., green waste recycling facility) is located immediately south of the landfill entrance. There are no contaminated properties or hazardous waste sites located immediately adjacent to the Olinda Alpha Landfill.
- S3-7 The proposed project does not include the demolition of any buildings or structures that could contain asbestos or lead-based paints.
- S3-8 Dirt being disposed at Orange County solid waste landfills is screened daily by landfill Waste Inspectors (WI), who regularly inspect the dirt stockpile areas. The WI's survey the dirt piles for petroleum or chemical odors (i.e., fuels/solvents/pesticides/chemicals) and for unusual discoloration (i.e., petroleum/metals/chemicals). Soil samples from suspect dirt piles may be field-tested with a portable "hydrocarbon vapor tester" to

determine the presence of flammable vapors, which would indicate whether or not the dirt pile was contaminated with a fuel or solvent. If a dirt pile is suspected of being contaminated with any hazardous or toxic material or substance; then the WI will attempt to identify the transporter in order to determine where the dirt came from and the identity of the generator. Acceptance of dirt loads from the generator will be stopped. The WI will then relay this information to an IWMD Materials Regulation Specialist (MRS), who will contact the generator and determine if the dirt is acceptable or not. If the transporter/generator cannot be identified, then the disposition of the contaminated soil becomes the responsibility of the landfill. Determination of the acceptability for disposal of suspect soil is made by an MRS who visits the site where the soil is being generated and inspects the soils in much the same way as the WI. Additionally, the MRS will direct the generator in the taking of soil samples under a "Chain of Custody" to be analyzed by an appropriate test method. In determining if the soil is acceptable, IWMD follows guidelines and limitations set forth by California EPA/DTSC and the California Regional Water Quality Control Board – Santa Ana Region. Also, various County and city departments may direct generators of soils which are suspected of contamination, to contact an MRS directly. The MRS will determine the acceptability for landfill disposal of those soils using procedures similar to those mentioned above. As a result of existing procedures, soils are properly sampled and disposed of in accordance with appropriate practices.

- S3-9 Health risk assessments for both stationary and mobile sources were included in the DEIR, Section 5.6 Air Quality. The stationary and mobile source health risk assessments determined that the proposed project would not result in any significant impacts to human health.
- S3-10 The Olinda Alpha Landfill operation does not and will not generate hazardous waste. However, if hazardous materials are brought to the landfill, they are removed and temporarily stored on-site. As stated in the DEIR, page 4-21, Section 4.5.5 Waste Composition, the Olinda Alpha Landfill operation has an existing hazardous materials screening program. This hazardous materials screening program includes monitoring refuse loads for hazardous materials by an inspector as each load is unloaded at the working face. The program also involves the random selection of commercial refuse vehicles at the scale house, which are then directed to a designated area for waste load inspection. Refuse is then spread from the load out in the designated load-checking area and visually inspected for hazardous materials. Vehicles identified as carrying prohibited wastes (i.e., hazardous materials, liquid wastes and other non-Class III wastes) are turned away. Hazardous materials that are segregated from the wastes through the load-check program or are found at the landfill working face are collected and stored temporarily at an on-site hazardous materials storage area. The hazardous waste storage area is specifically designed for hazardous waste storage and has secondary containment. This hazardous waste storage area is operated by Clean Harbors, under contract to IWMD. Hazardous wastes are stored on-site for a maximum of 90 days and are transported to a licensed treatment facility. The storage and removal of hazardous wastes at the project site is undertaken in compliance with Title 22 regulations. IWMD will continue to

comply with all pertinent federal, state and local regulations for the temporary storage and removal of hazardous materials.

S3-11 Comments noted. Refer to response to comment S3-10.

S3-12 Comments noted. Refer to response to comment S3-10.

S3-13 Hazardous waste treatment would not occur as part of the proposed project.

S3-14 IWMD will coordinate with the California Regional Water Quality Control Board (RWQCB) – Santa Ana Region to revise the existing National Pollutant Discharge Elimination System (NPDES) permit and Waste Discharge Requirements (WDRs) for the Olinda Alpha Landfill in accordance with Federal and State requirements for the protection of water quality.

S3-15 Comments noted. Refer to responses to comments S3-1 and S3-2. Demolition would not occur as part of the proposed project.

S3-16 Comments noted. No response necessary.

WILDLIFE CORRIDOR CONSERVATION AUTHORITY

407 W. IMPERIAL HWY, SUITE H, PMB 230, BREA, CALIFORNIA 92821
TELEPHONE: (310) 589-3230
FAX: (310) 589-2408

54

August 2, 2004

STEVE FELD
CHAIR
PUBLIC MEMBER
LOS ANGELES COUNTY

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LOS ANGELES COUNTY
BOARD OF SUPERVISORS

Ray Hull
County of Orange Integrated Waste Management Department
320 North Flower Street, Suite 400
Santa Ana, California 92703

Comments on Draft Environmental Impact Report for Regional Landfill Options for Orange County Strategy – Olinda Alpha Landfill Implementation

Dear Mr. Hull:

The Wildlife Corridor Conservation Authority (WCCA) has reviewed the Draft Environmental Impact Report (DEIR) #588 for Regional Landfill Options for Orange County (RELOOC) Strategic Plan – Olinda Alpha Landfill Implementation. WCCA was created to provide for the proper planning, conservation, environmental protection and maintenance of the habitat and wildlife corridor between the Whittier-Puente Hills and the Cleveland National Forest in the Santa Ana Mountains. With respect to the proposed project, WCCA's primary goals are to preserve the wildlife movement areas in addition to other ecological, recreational, and visual resources within the Puente-Chino Hills. In this letter, WCCA reiterates many of the same comments previously submitted in WCCA's November 6, 2002 and February 6, 2004 letters on the Notices of Preparation. The DEIR does not adequately address the comments in WCCA's previous letters. In summary, the Final Environmental Impact Report (FEIR) should include the establishment of a mitigation fund for land acquisition/preservation/management to offset project-related and cumulative significant adverse impacts to biological, recreational, and aesthetic resources.

54-1

The proposed project consists of the vertical and horizontal expansion of the Olinda Alpha Landfill to meet the County's near-term solid waste disposal needs. Specifically, the Olinda Alpha landfill would be expanded vertically 115 feet and the existing refuse footprint would be expanded approximately 33 acres in the northeast part of the existing property boundary. The project would extend the life of the Olinda Alpha Landfill from its permitted closure date of 2013 to 2021. According to the DEIR, direct impacts would be incurred to the following plant communities: 10.6 acres (ac.) of cut/slope revegetation, 16.9 ac. of toyon-sumac chaparral, 0.2 ac. of ruderal non-native grassland, 1.3 ac. coast live oak woodland, and 4.0 ac. of coastal sage scrub. Specifically, the project will result in

54-2

direct project impacts such as these, and will delay the use of the site as a natural regional park.

54-2

Need for Emphasis on Waste Reduction

According to the DEIR, the California Integrated Waste Management Act requires each city and county to submit a Source Reduction and Recycling Element. The goals and objectives relevant to the proposed project at Olinda Alpha Landfill include maximizing the use of all feasible source reduction, recycling, and composting options, and developing and implementing programs for source reduction, recycling, and composting (p. 5.1-7). The FEIR should explicitly identify the measures that will be implemented to achieve these goals and objectives. Waste reduction would help reduce environmental impacts associated with the landfill expansion.

54-3

Recreational Impacts

The project would result in significant impacts to recreational resources. The landfill property is designated on the County of Orange Master Plan of Regional Recreational Facilities and the City of Brea General Plan as a future County natural regional park. The extension of the landfill closure date to 2021 could delay two proposed trails on the site. The DEIR (p. 5.1-7) states that delay of the use of the site for recreational use for at least eight years is short and would not be considered a significant adverse impact. This delay is not short, and it is considered a significant adverse impact. Other potential park uses could also potentially be delayed.

54-4

Visual Impacts

Additional viewshed analysis is warranted in the FEIR, including additional analysis of viewshed impacts from Chino Hills State Park. The DEIR states that views of the proposed expansion from locations in the Firestone Boy Scout Reservation and Chino Hills State Park, which currently have views of the existing landfill operations, would be similar to views with the permitted landfill. However, the views of the landfill would be of a higher profile (DEIR, p. 5.8-11). WCCA recommends that in the FEIR include a before and after line-of-site analysis specifically of views from the North Ridge Trail and South Ridge Trail in Chino Hills State Park, and from the Firestone Boy Scout Reservation. This analysis should consider views which will be impacted.

54-5

The additional viewshed analysis should also address the following questions. Will there be significant adverse visual impacts to park users during the period that the revegetated landfill areas are growing (e.g., four years as mentioned in the DEIR)? Would adverse view impacts be limited to only two weeks out of the year when the additional waste is

54-6

54-7

being stockpiled, as described for the two viewpoints analyzed in the DEIR, before the stockpiling becomes hidden from view? Are there any areas from Chino Hills State Park or the Firestone Boy Scout Reservation where the expanded landfill will be visible, where it was not visible before? Are there any other views of active landfill operations from Chino Hills State Park, or the Firestone Boy Scout Reservation? If so, it appears that these views would continue for an additional eight years under the project. Prolonging the adverse views of the active landfill from these parks and other public viewing areas could be considered a significant adverse impact.

54-7

As stated in WCCA's previous letter, this expanded viewshed analysis should include line-of-sight pre- and post-project analyses from Lambert Road, and State Routes 55, 57, and 91.

54-8

Impacts to Biological Resources

The proposed project would result in the direct loss of wildlife habitat onsite, as well as a loss of buffer to adjacent open space land and wildlife habitat. The DEIR indicates that several sensitive wildlife species will be adversely affected. Habitat restoration is proposed for direct impacts to 4.0 acres of coastal sage scrub and 10.4 acres of cut/slope revegetation.

54-9

The DEIR (p. 5.12-11) also states that the eight year postponement of the landfill property for conversion to the regional park would delay the time frame for additional wildlife access and movement through the area. This is a significant project-related, and cumulative adverse environmental impact.

The following statement is incorrect (DEIR, p. 8-5): "The Tonner Hills PC in conjunction with the landfill expansion, would not contribute to adverse impacts to biological resources." Contrary to what is stated in the DEIR, the proposed landfill expansion *would* contribute to cumulative adverse impacts related to biological resources. Habitat restoration is also proposed for the Tonner Hills Planned Community project site, and habitat restoration can be a useful mitigation approach. However, there are uncertainties with the success of restoration, there are temporal losses of habitat values, and the habitat quality of the restored site may not be as high as the quality of habitat at the impacted site. The overall losses of habitat from the Tonner Hills Planned Community will result in significant adverse biological impacts. The Tonner Hills Planned Community and the subject landfill project will result in significant adverse cumulative impacts to biological resources.

54-10

Comments Regarding Tonner Canyon Road

WCCA concurs with the IWMD's approach regarding not proposing the use of Tonner Canyon Road for any landfill purposes. According to the DEIR (p. 2-19), "the current proposed expansion project at Olinda Alpha Landfill does not include any project components or analysis related to the extension of Tonner Canyon Road or the use of Tonner Canyon Road for access to the landfill through the life of this project." Based on substantial biological studies in the area, we anticipate that uses of Tonner Canyon Road, such as for landfill operations purposes, in this ecologically sensitive area, have the potential to compromise the functionality of the wildlife corridor.

54-11

Need for Mitigation Fund for Land Acquisition/Preservation/Management

Although much of the Olinda Alpha Landfill project site is currently disturbed from existing landfill operations, the Olinda Alpha Landfill essentially abuts Tonner Canyon to the north and west. To reiterate from WCCA's November 2, 2002 letter on the NOP, Tonner Canyon is a critical wildlife movement area that supports numerous sensitive ecological resources. Chino Hills State Park and Carbon Canyon are located to the east of the landfill site. As described above, the Olinda Alpha Landfill expansion and extension of landfill closure date potentially would result in numerous significant adverse ecological, recreational, and visual impacts. To adequately mitigate those impacts, the FEIR must include a mitigation measure that establishes a fund to pay for land acquisition and management in the concerned portion of the Chino Hills.

54-12

Establishment of a mitigation fund is a proven vehicle for offsetting the adverse impacts associated with operation of a landfill. Specifically, the Puente Hills Landfill Native Habitat Authority (Habitat Authority) was established as a joint effort with the County of Los Angeles, Sanitation Districts of Los Angeles County, the community of Hacienda Heights, and the City of Whittier as mitigation for adverse impacts associated with operation of the Puente Hills Landfill. The funding for the Habitat Authority comes from a per ton solid waste disposal fee assessed on users of the landfill. The Habitat Authority's success is evident in that it manages approximately 3,810 acres of preserved public open space, of which 1,862 is owned by the Habitat Authority in the western portion of the wildlife corridor.

54-13

The mitigation measures in the FEIR should include the requirement to generate sufficient funding to acquire natural land contiguous to or in the near vicinity of the Chino Hills core habitat. This mitigation fund should also be available for management, maintenance, and establishment of minimal support facilities on the protected land. Similarly, the Habitat Authority has the ability to utilize those tipping fees for acquisition, restoration, and/or maintenance of open space (underlining added for emphasis). The tipping fee should be established and adjusted to provide full mitigation for all possible impacts.

54-14

RELOOC Strategic Plan
Clinda Alpha Landfill Implementation
County of Orange-FWMO
August 2, 2004
Page 5

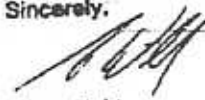
The FEIR must provide enough detail to ensure that this mitigation fund will be expended for land acquisition and preservation in a timely manner. This land shall also be available for passive recreational uses such as hiking. The mitigation measures should also require that the land be acquired, and that recreational facilities and/or opportunities be provided within two years of permitting. The mitigation measures in the FEIR should state that in the event of non-compliance with this timeframe, additional mitigation funds and/or acreage shall be required.

54-15

To reiterate, the FEIR should include the establishment of a mitigation fund for land acquisition/preservation/management to offset significant project-related and cumulative adverse environmental impacts to biological, recreational, and aesthetic resources. Thank you for the opportunity to comment. Please contact Judi Temasi of our staff at (310) 589-3230 ext. 121 if you have any questions.

54-16

Sincerely,



Steve Feld
Chair

S4 RESPONSES TO COMMENTS FROM THE WILDLIFE CORRIDOR CONSERVATION AUTHORITY DATED AUGUST 2, 2004

- S4-1 Comments noted. Refer to response to comment S4-12, below, regarding establishment of a mitigation fund.
- S4-2 Comments noted. No response necessary.
- S4-3 The Source Reduction and Recycling Element (SRRE) for Orange County is a countywide plan that addresses source reduction and recycling throughout the County, at all sources of waste generation. The Orange County SRRE was approved in 1995 and is available for review at IWMD's main office. The SRRE goals and objectives cited on page 5.1-7 in the DEIR are the most relevant to the landfills in Orange County, including the Olinda Alpha Landfill, and implementation measures to achieve those goals are included in the Orange County SRRE. Waste reduction programs are already in place throughout Orange County and the current waste diversion rate is 42 percent as noted on page 5.1-7. However, even with a higher diversion rate, there will still be a need for landfill capacity in Orange County into the future. In addition to the SRRE for Orange County, all cities in California participate in source reduction, recycling, composting and waste reduction programs in order to increase their diversion rates. The proposed landfill expansion at Olinda Alpha Landfill will be needed, even with higher diversion rates, as explained in detail in Section 4.3 (History and Evolution of the Proposed Project) in the DEIR.
- S4-4 Refer to Section 5.11.4 (Potential Impacts) in the DEIR that indicates that the proposed project will not result in significant adverse impacts related to recreation resources. Specifically, Section 5.11 discusses the planned passive use of a regional park on the Olinda Alpha Landfill site after termination of landfilling.

The County of Orange Resources and Development Management Department/Harbors, Beaches and Parks (RDMD/HBP) provides administrative, planning and operational services for the County regional recreation facilities system, including regional parks. Funding for RDMD/HBP is provided primarily from a percentage of property tax revenues dedicated to the regional recreation system. RDMD/HBP Capital Project funds are allocated within its Five-Year Capital Plan and annual HBP Fund budget. RDMD/HBP capital funding is very limited at this time and for the foreseeable future due to reductions in prior levels of RDMD/HBP annual property tax funding by actions of the state Legislature: by \$4.5 million in 1992, by \$4.0 million in 1996 (for 20 years), both amounts also increasing each year by county property assessed valuation increases, and in adopting the State's FY 2004/05 budget, by an added \$3.6 million for each of the next two fiscal years. These losses of previous annual funding levels have resulted in capital project funding being limited almost exclusively to the availability of grant funding from non-County sources.

The Five-Year Capital Plan is updated annually. County regional park programs and construction of other potential recreational improvements are identified and budgeted annually according to this Five-Year Capital Plan. Olinda Alpha Landfill is currently designated on the County Master Plan of Regional Recreational Facilities as a proposed regional park. The Five-Year Capital Plan is presented to the County Executive Office for approval as part of the County's annual budget and financial planning process. The Olinda Alpha Landfill does not appear in the current (or any past) HBP Five-Year Capital Plan for the dual reasons that it will not be available for conversion to a regional park within the next five years and that there is no capital funding currently available for the creation of a new regional park.

County regional parks are designed for passive, open space use; in contrast, urban community parks provide for active recreational uses. If the needs assessment for a regional park indicates that active recreational programs and facilities are needed over and above those traditionally provided by the County regional park system, the local municipality park and recreational planning authority (e.g. city) and its processes may be afforded the opportunity to use a part of a County regional park for local recreation purposes if the city is interested in funding and implementing such facilities/programs. The primary goal of the County Regional Recreational Park programs is to accommodate Orange County's regional recreational needs.

As examples, the County has provided rent-free leased land to cities for active community uses within regional parklands (e.g. Mile Square Park in Fountain Valley and Yorba Regional Park in Yorba Linda), with these local municipalities providing the capital project expense, programming and operations of these facilities.

The IWMD will begin preparation of a Final Closure and Post-Closure Maintenance Plan approximately five years prior to the cessation of waste acceptance at Olinda Alpha Landfill. These documents will be submitted to the CIWMB two years prior to the planned landfill closure as required per CCR, Title 27. The Closure Plan, indicating final end use, must be approved by regulatory agencies prior to initiation of landfill closure activities. During the five-year period prior to the last date of waste acceptance, the RDMD/HBP will consider including the Olinda Regional Park in its Five-Year Capital Plan, subject to available funding and other competing needs. If funded, the process will involve a needs analysis for regional, and as appropriate, local uses undertaken in cooperation with adjacent cities and interest groups. A definitive cost study will also be conducted as part of this process once the proposed uses are established.

No specific uses for this park, other than its identification as a passive use regional park, have been identified at this time. Therefore, it is not known what amenities and activities might be provided at this park in the future and when this park will be implemented. Section 5.11 in the DEIR indicates that the extension of the landfill operations from 2013 to approximately 2021 would delay this planned park use; however, because this park is not currently programmed and specific funding is not identified, this is not considered a significant adverse impact and no mitigation is necessary. It should be noted that a variety of recreational opportunities for the public are already available near the Olinda

Alpha Landfill including the Chino Hills State Park, the County of Orange Carbon Canyon Regional Park, as well as community and neighborhood parks. Additionally, the City of Brea has approved a new sports park, to be located near the intersection of Valencia Avenue and Birch Street. This new sports park is being funded with \$9.4 million provided by the County to the City of Brea according to the Memorandum of Understanding between the County and the City.

Section 5.11 in the DEIR also indicates that implementation of three trails in the area would be delayed if the landfill operations continue to approximately 2021. These trails are currently conceptual alignments, as shown on Figure 5.11-2 in the DEIR. There was a printing error in the DEIR and some copies may not have included Figure 5.11-2. A copy of that figure is attached, following the last page of the responses to comments letter S4, as an information item. As shown in Figure 5.11-2, the proposed Tres Hermanos Trail will be predominately aligned through the landfill property, connecting to the Tonner Ridge Trail to the southwest and the proposed Chino Hills Trail to the northeast. Because this trail is predominately aligned through the landfill property, and it would not be available until the regional park is constructed and operating, the trail implementation would also be delayed under the proposed project. Similarly, implementation of segments of the proposed Chino Hills and Diamond Bar Trails would also be delayed, for those trail segments on the landfill property. These trails are shown conceptually on the County and City plans and clearly are intended to be implemented concurrently with or after the implementation of the regional park use on the landfill property. Further, delay in the implementation of these trails would not adversely affect access to other open space areas such as Chino Hills State Park and the open space along Tonner Ridge because other trails are available in the area. Therefore, the delay in the implementation of these proposed trails/trail segments is not considered to be a significant adverse impact of the proposed project. It should be noted that multi-use trails already exist near the Olinda Alpha Landfill, including the North Ridge Trail and Telegraph Canyon Trail in Chino Hills State Park.

It is not clear what “Other potential park uses...” are referenced in the last part of this comment. The DEIR clearly indicates that the proposed project would result in delays in the implementation of the regional park and three trails/trail segments, but as described in the DEIR and above, these impacts are not considered to be significant.

- S4-5 The nearest location on the North Ridge Trail from which the proposed landfill would be visible is approximately 1.5 miles from the landfill. The nearest location on the South Ridge Trail from which the proposed landfill would be visible is greater than 1.5 miles from the landfill. As stated in the text, the differences between the 1,300 foot and 1,415 foot elevations would be more difficult to discern from more distant view points than those used for the visual simulations. This is because the landfill would appear as a much smaller element in views from more distant locations. Views of the proposed landfill from points on the North Ridge and South Ridge Trails would also include many other urbanized uses in the view. Landfill operations may be visible from points on these trails where intervening topography does not obscure the view. However, operations that could

include trucks, trash and daily cover application would be extremely small elements of the view and would be difficult to discern because of the distance of the viewer from the operations. Therefore, visual impacts of the expansion from Chino Hills State Park south of Carbon Canyon Road would not be considered to be adverse.

As discussed in the DEIR, locations in Chino Hills State Park north of Carbon Canyon Road and the Firestone Boy Scout Reservation that have views of current landfill operations would continue to have views of operations under the proposed landfill. These locations are from elevations where topography does not obstruct the view into the landfill. These views of the operations would be extended for eight years until the proposed landfill is closed. However, the views of operations would be the same as currently exist. Because the quality of the view will not change, the impact would be considered less than significant.

- S4-6 Mitigation measure AS-1 requires the revision of the existing Landscape Master Plan (LMP) to include the proposed landfill expansion. The LMP includes a phased interim landscape plan that requires that slopes be seeded annually as they are constructed. The seed mixes to be applied will introduce vegetation consistent with the final landscape plan. This will provide a similar visual appearance between the interim slopes and the ultimate closure slopes. As described in the EIR, it would take approximately four years for vegetation planted on the slopes to reach the level of maturity shown in the visual simulations in the EIR. However, in the first rainy season following seeding, plants will germinate and begin to grow. This rainy period generally occurs during the winter/early spring of the year. As the plants become established, the slopes will change in appearance from bare soil to vegetative cover. This change will be visible in the first year following seeding, although there will still be bare ground that is not yet covered by vegetation. As the plants continue to increase in size and number, the cover of the slopes will reach the appearance of the visual simulations. Because the slopes will be seeded annually and the view of unvegetated slopes will be temporary, this impact would be less than significant.
- S4-7 As described in the EIR text, the south edge of each new lift will be constructed from east to west across the landfill in a series of cells approximately 18 to 20 feet high. Each cell will be composed of trash that is compacted and covered daily with soil or other approved cover material. This operation activity will be visible from viewpoints south of the landfill for approximately two weeks until the cells comprising the south edge of the lift are complete across the landfill. Once the south edge of the lift is complete, continuing operations to the north will be hidden behind the front cells (front edge of the lift) for about 10 months until the entire lift is complete. Then work on the next lift would begin and operations would be visible for approximately two weeks until they are hidden behind the south edge of the new lift. This same process would continue until landfilling is complete. This procedure screens views of landfill operations from viewpoints to the south of the landfill.

In locations to the north and east of the landfill where operations would be visible, the operations would be seen on a year-round basis because construction of the cells along the south edge of each lift would only hide operations from view points to the south.

As described in the text, there are points in Chino Hills State Park where the proposed landfill will be visible where the permitted landfill (1,300 foot elevation) would not be visible. Locations above the 1,300 foot elevation in Chino Hills State Park north of Carbon Canyon Road that do not currently have views of the landfill operations to the west will have views of the proposed 1,415 foot landfill expansion where intervening topography does not obscure views. From these locations, the proposed expansion will appear as a narrow band on the horizon line of the existing view. As the vegetation on the slopes become established, the expansion will appear as a ridge in the background of the view beyond the hills and ridges closer to the viewer. As stated previously, mitigation measure AS-1 requires that the slopes be vegetated prior to closure as part of the interim Landscape Plan. Views from these elevated locations in the Park include existing urbanized uses to the south, southwest and west. The impact of the proposed expansion on these views would not be considered adverse because the proposed expansion will be a small, narrow element of the view scene which includes urban elements; and will appear to be an open space ridge when the vegetation becomes established.

There may also be locations in the Firestone Boy Scout Reservation where the proposed landfill will be visible where the permitted landfill (1,300 foot elevation) would not be visible. As described above for locations in Chino Hills State Park, the impact of the proposed expansion on these views would not be considered to be adverse because the proposed expansion will be a small, narrow element on the horizon of the view scene and will appear to be an open space ridge when the vegetation becomes established.

As described earlier in response to comment S4-5, existing views of the operations would be extended for eight years until landfilling is terminated. However, the views of operations would be the same as currently exist. Because the quality of the view will not change, the impact would be considered less than significant.

- S4-8 SR 55, SR 57 and SR 91 are not identified as scenic routes and generally do not provide scenic vistas in the vicinity of the landfill. At the closest point, the landfill is 1.5 miles from SR 57. It is 5.75 miles from the closest point on SR 91 and 6 miles from SR 55. From these distances the landfill will appear as a small part of the overall view scene which includes many other urbanized uses. The Landfill would be even less noticeable for motorists traveling at non-rush-hour speeds of approximately 65 miles per hour. This is because the elements in the view change rapidly at this speed. The landfill would be visible for a short period of time before it passes out of the motorists view. No significant aesthetic impacts would occur.

The landfill is a little more than 0.5 mile from the closest point on Lambert Road. This is approximately the same distance from the landfill as view point 1 at the edge of Carbon Canyon Road shown in the EIR on Figure 5.8-2. Carbon Canyon Road becomes Lambert

Road at the intersection with Valencia Avenue, approximately 0.25 mile west of view point 1. The appearance of the proposed landfill from Lambert Road and Valencia Avenue would be similar in mass and cover color and texture to visual simulation 1B in Figure 5.8-4 in the EIR. The change in visual quality from the permitted 1300 foot height shown in visual simulation 1A on Figure 5.8-4 to the proposed height in visual simulation 1B was found to be less than significant as described in the EIR. Likewise, the change in visual quality between the permitted and proposed heights of the landfill from Lambert Road and Valencia Avenue would be less than significant.

In addition, travelers on area roads, with the exception of designated scenic routes, are generally considered to be transient viewers and less sensitive to changes in views. Therefore, detailed viewshed analyses were not conducted for views from these roads.

- S4-9 CEQA requires that environmental impacts be evaluated against existing conditions. Since much of the landfill is devoid of native plant communities, there is limited dispersion through the site. Plant communities provide cover for wildlife movement which is restricted to the eastern portion of the site and limited. Vegetative cover is an important element along dispersion corridors since it provides escape cover (Jones and Stokes 1974). The landfill is devoid of substantial cover. Expansion of the landfill will temporarily restrict the buffer zone, however, upon final closure of the landfill the enhanced revegetation projects will increase the value of the buffer.

Section 5.12 in the DEIR clearly indicates that the landfill property is currently not conducive to wildlife movement. The text on page 5.12-11 regarding wildlife movement with implementation of the proposed project states “The expansion of the landfill will postpone closure and reuse of the property from 2013 to 2021. After closure of the landfill, the site is proposed for conversion to a passive use regional park. The existing conditions at the landfill do not provide suitable habitat or dispersion qualities for wildlife movement. However, it is anticipated that post-closure conditions (i.e. hydroseeded slopes and greenbelts) would provide more suitable conditions for wildlife movement. The suitability and value of the planned regional park to wildlife movement will depend on the specific park development plan and the recreation uses implemented on the site. In particular, the amount of vegetation restored to natural conditions and the degree of recreation use would influence suitability for wildlife movement.” Therefore, the closure delay of the landfill and the implementation of the regional park will not affect existing wildlife movement in the area because wildlife do not currently use the landfill for movement. However, after landfill closure, wildlife will benefit from the additional movement opportunities when the regional park is functioning. The delay of this benefit is not a significant adverse impact, either for the project or cumulatively, because wildlife currently have other movement opportunities in the area and do not currently use the landfill site for movement.

- S4-10 The cumulative impacts analyses were based, in part, on the findings of environmental documents (EDs) for other projects including the City of Brea General Plan and the Tonner Hills Planned Community (PC). As result, the cumulative impacts analyses considered the effects of those projects, as documented in those EDs, in conjunction with

the impacts of the proposed landfill expansion. Based on that analysis, the Tonner Hills PC will result in a net increase in coastal sage scrub (CSS) and southern arroyo willow woodland. The proposed landfill expansion includes mitigation to address the adverse project impacts related to CSS and other plant communities, with those impacts mitigated to below a level of significance. Restoration projects are a proven strategy to mitigate impacts to existing habitat. Section 5.12.5 of the DEIR addresses assurance at successful restoration with the commitment to maintenance and monitoring goals. Therefore, the proposed landfill expansion will not contribute to cumulative adverse impacts on biological resources after mitigation has been incorporated into the landscape. No remaining unavoidable significant adverse biological resources impacts are identified. However, as noted in the discussion in Cumulative Impacts, Section 8.0, page 8-5, the potential municipal use of land owned by the City of Industry to the north of the landfill could contribute to cumulative impacts on biological resources in this area. Because the proposed landfill expansion includes mitigation to reduce the project related adverse impacts on biological resources to below a level of significance, the proposed landfill expansion will not contribute to cumulative adverse impacts in this area.

S4-11 Comments noted. No response necessary.

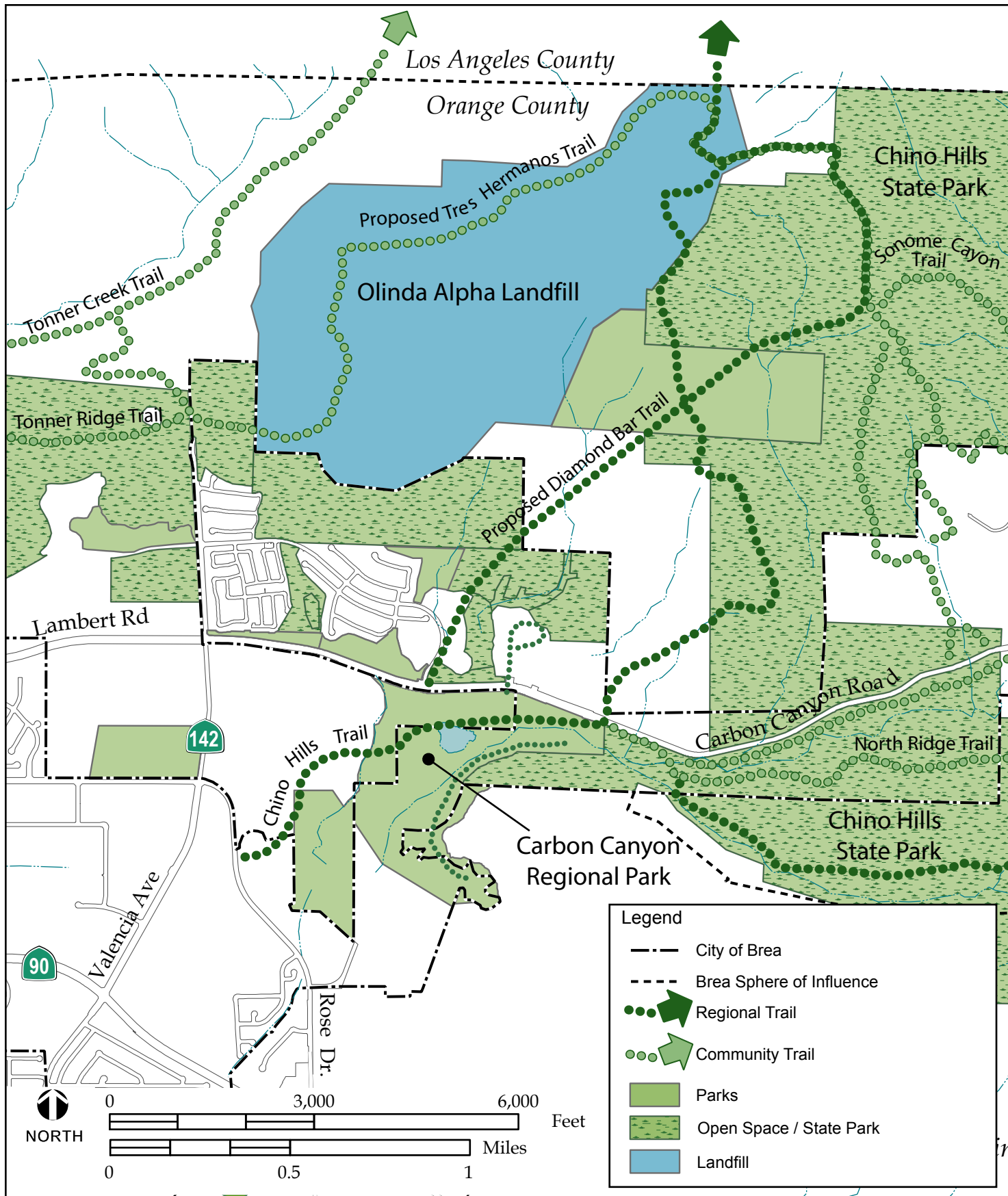
S4-12 As documented in the DEIR, adverse impacts on surrounding open space are anticipated to be limited to visual and lighting impacts which will be mitigated to below a level of significance as discussed in Section 5.8 (Aesthetics) in the DEIR. The impacts of the proposed project related to biological resources and recreation and mitigation measures to address significant adverse project impacts are identified in the DEIR. A mitigation fund is not proposed or required for the landfill expansion project in the DEIR.

S4-13 Comments noted. No response necessary.

S4-14 Tipping fees at all landfills in the Orange County system are set forth per terms of Waste Disposal Agreements (WDA) between the County of Orange and each city and sanitation district in the County. An increase in tipping fees to financially support an environmental mitigation fund for the sole purpose of acquiring, restoring and/or maintaining open space in the vicinity of the Olinda Alpha Landfill would not be possible until the term of the current WDAs expire (2010) and would be subject to negotiation among all WDA participants.

S4-15 Comments noted. Refer to response to comment S4-12, above.

S4-16 Comments noted. No response necessary. Refer to responses S4-4 to S4-10, S4-12 and S4-14, above.



Source: City of Brea General Plan (2003), County of Orange General Plan (2000) and P&D Consultants, Inc. (2004).

Figure 5.11-2
Riding and Hiking Trails in the Vicinity of the Olinda Alpha Landfill





DEPARTMENT OF PARKS AND RECREATION
Inland Empire District
17801 Lake Perris Drive
Perris, CA 92571
(951) 657-0670 • Fax (951) 657-2736

S5

July 30, 2004

County of Orange
Integrated Waste Management Department
Public information Office
Attn: Ray Hull
320 North Flower Street, Suite 400
Santa Ana, CA 92703

Re: Draft Environmental Impact Report (DEIR) SCH #2004011055
Regional Landfill Options for Orange County (RELOOC) Strategic Plan
Olinda Alpha Landfill Implementation

Dear Mr. Hull:

The Inland Empire District of the Department of Parks and Recreation (State Parks) appreciates the opportunity to comment on the aforementioned project.

} S5-1

State Parks is a State Agency as defined by the California Environmental Quality Act (CEQA) § 21082.1, a Responsible Agency (PRC § 21069) and a Trustee Agency as used by CEQA, its Guidelines and as defined by CCR § 15386 for the resources affected by this proposed project. Our mission is to provide for the health, inspiration, and education of the people of California by helping preserve the state's extraordinary biodiversity, protecting its most valued natural and cultural resources, and creating opportunities for high quality outdoor recreation.

} S5-2

As the office responsible for the stewardship of Chino Hills State Park (CHSP), we have an interest and concern about contemplated alterations of land use adjacent to the park. The proposed project is located at the last known viable habitat linkage point of the Chino Hills to the western Puente/Whittier Hills. State Parks is interested in seeing this connection remain fully functional. The long-term health of CHSP is dependent on the health of the regional ecosystems because the biotic boundaries of the park extend beyond its jurisdictional boundaries.

} S5-3

We appreciate your efforts at developing short- and long-term strategies regarding waste management. Based on our review of the DEIR, we have found that the proposed vertical and horizontal expansion of the Olinda Alpha Landfill will result in significant impacts to resources within CHSP. We offer the following comments for your consideration.

} S5-4

GENERAL COMMENTS

The protected public lands in the Puente-Chino Hills and the Santa Ana Mountains represent a tremendous public investment in open space and the protection of biodiversity. Over 200 million dollars has been invested to date in the Puente-Chino Hills alone to protect and restore natural areas. Countless numbers of volunteer hours from community groups and individuals have been and continue to be dedicated in restoring and interpreting this priceless area to the 15 million people that live within a short distance of these natural areas. Tens of thousands of people each year visit these areas annually to and find relief from the hectic pace of every day life and to rejuvenate their spirits.

S5-5

The effort to preserve the Puente-Chino Hills has generated tremendous support. Supporters include conservation and other grass roots groups, local governments and joint power authorities, state and federal agencies, and state and federal legislators.

S5-6

As described in the DEIR, the County proposes to extend the life of the landfill from 2013 to 2021 and expand the landfill vertically 115 feet and horizontally to encompass 33 acres within the County's current landfill property.

S5-7

The continued operation of the landfill beyond 2013 will result in significant impacts to the ecosystem and the community. In summary, we:

S5-8

- Oppose expansion and extension of the Olinda Alpha Landfill;
- Recognize that due to economic and political realities, no landfill in southern California has ever closed before it reached capacity;
- Oppose further acquisition of land at the Olinda Landfill by Orange County Integrated Waste Management beyond the current ownership for future use as landfill borrow or fill sites;
- Believe adequate mitigation must be negotiated to cope with the negative impacts of hosting a landfill;
- Support increased mitigation and enforcement for trash truck impacts along Valencia Avenue;
- Support establishment of a mitigation fund for acquisition of open space and other appropriate measures related to landfill impacts;
- Support creation of a transfer station to eliminate traffic from individual trash haulers;
- Oppose a new access road in Tonner Canyon as duplicative, economically wasteful and irreparably damaging to the long term bipartisan regional effort to protect the remaining undeveloped hills.

S5-9

S5-10

S5-11

S5-12

S5-13

S5-14

S5-15

S5-16

State Parks would like to know in quantifiable terms where soil and fill material will come from. Further clarification is necessary to ensure that appropriate soil and fill material is used so as not to compromise the integrity of the ecosystem and present unknown impacts to the community.

S5-17

We recommend that the plant palette be limited to locale native species only. This will prevent ornamental and non-native plants from displacing and destroying native vegetation, especially in riparian areas.

S5-18

State Parks recommends that a tipping fee be established based on percentage rather than a flat rate prior to finalizing negotiations for the extension. The funds should be used to acquire and/or develop land in the Puente-Chino Hills to help offset significant impacts to the ecosystem.

S5-19

MITIGATION MEASURES

Surface Water Hydrology

- H-2, dealing with drainage. We are concerned about the potential environmental effects of runoff from the project. The DEIR needs to address runoff and should be clearly defined in order to avoid off-site impacts, especially to current and/or future habitat areas.
- H-6, Lack of rehabilitation. Mitigation measures should be expanded to include areas off-site that may be negatively impacted by erosion. It has been our experience on similar projects that sedimentation and nonnatural flows may cumulatively impact and disturbed areas of native vegetation.

S5-20

S5-21

Transportation and Circulation

- T-1 and T-2 should include provisions to add a Class 1 bike lane from Imperial Highway to Carbon Canyon Road on Valencia Avenue. This stretch of road is currently a hazard for cyclists due to trash trucks. A Class I lane would help in buffering cyclists and pedestrians from trash trucks. Additionally, adequate signage should be installed directing potential bike route users to this new amenity.

S5-22

Aesthetics

- AS-1, B-1 should provide for more certain time frames for revegetation of disturbed area and include provisions to coordinate with State Parks and/or other trustee agencies in developing a plant palette consisting of local natives. We ask that only native species be used for, screening and re-vegetation in these areas and the areas adjacent to them. We also request that plant seeds and propagules be of local provenance.

55-23

Cultural and Scientific Resources

- C-1 should include a provision to coordinate with State Parks, given the proximity of the project site to CHSP and our responsibility to provide high quality education opportunities, we request that State Parks be given copies of all reports, and that the County ask the repository entity to cooperate with State Parks in making information and remains available for educational programs.

55-24

Biological Resources

- B-1, B-2 should include provisions that indicate if no area on-site is appropriate, then off-site mitigation measures within CHSP, should be explored and be used to mitigate permanent habitat loss. State Parks staff will work with the County and CDFG to determine the appropriateness of our participation and to evaluate the mitigation proposal including mitigation ratios, and other mitigation measures proposed to replacement and compensate for areas of permanent habitat loss.

55-25

Thank you again for the opportunity to comment and for your serious consideration. For further discussion, please feel free to contact me or Russ Dingman, District Planner at (661) 726-1669.

55-26

Sincerely,

Ron Krueper

FOR RON KRUEPER
PARK SUPERINTENDENT

Gary Watts
District Superintendent

S5 RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF PARKS AND RECREATION DATED JULY 30, 2004

- S5-1 Comments noted. No response necessary.
- S5-2 Comments noted. No response necessary.
- S5-3 Refer to response to comment S4-9, earlier in this Responses to Comments Report.
- S5-4 As indicated in Section 5.12 in the DEIR, after the implementation of identified mitigation measures, the proposed project would not result in any adverse impacts to biological resources.
- S5-5 Comments noted. No response necessary.
- S5-6 Comments noted. No response necessary.
- S5-7 Comments noted. No response necessary.
- S5-8 Refer to response to comment S5-4, above and comments R3-2 through R3-15,
- S5-9 Opinion noted. No response necessary.
- S5-10 Comments noted. No response necessary.
- S5-11 Opinion noted. Refer to page 4-1 in the DEIR which indicates that the proposed project would be entirely within the existing boundary of Olinda Alpha Landfill. No expansion of the landfill, outside the existing property boundary, and no acquisition of land outside the existing property boundary, is proposed as part of this project.
- S5-12 Opinion noted. Refer to Table 1-1 in the DEIR which lists the mitigation measures included as part of the proposed landfill expansion.
- S5-13 Opinion noted. Mitigation T-1 proposes modifications to southbound Valencia Avenue approaching Imperial Highway that include one additional southbound left-turn lane and reconfiguring the remaining lanes to achieve a Level of Service Level D, compared to a Level of Service Level E without these proposed mitigations. Additionally, mitigation measure N-5 proposes a road noise reduction program which may include reduction of road speed limits along the segment of Valencia Avenue north of Carbon Canyon Road, construction of a sound wall adjacent to affected residences and installation of rubberized asphalt on Valencia Avenue north of Carbon Canyon Road.
- S5-14 Opinion noted. Refer to response to comments S4-12 and S4-14, earlier in this Responses to Comments Report, for discussion of the mitigation fund suggestion.

- S5-15 IWMD is currently conducting a self-haul waste characterization study to determine the make-up of waste hauled to County landfills by non-commercial waste haulers with the ultimate goal of developing strategies to divert self-haulers to facilities other than the landfills. An additional transfer station in the vicinity of the Olinda Alpha Landfill may not be practicable given that several transfer stations are already located throughout the north and central regions of the county.
- S5-16 Refer to Section 2.3.3 (Tonner Canyon Road) in the DEIR which clearly indicates that the proposed project does not include the provision of an alternative access to the landfill via a new access road in Tonner Canyon.
- S5-17 As indicated in the DEIR, dirt being disposed at Orange County solid waste landfills comes from various sources, typically construction sites. It is screened daily by landfill Waste Inspectors (WI), who regularly inspect the dirt stockpile areas. The WI's survey the dirt piles for petroleum or chemical odors (i.e., fuels/solvents/pesticides/chemicals) and for unusual discoloration (i.e., petroleum/metals/chemicals). Soil samples from suspect dirt piles may be field-tested with a portable "hydrocarbon vapor tester" to determine the presence of flammable vapors, which would indicate whether or not the dirt pile was contaminated with a fuel or solvent. If a dirt pile is suspected of being contaminated with any hazardous or toxic material or substance; then the WI will attempt to identify the transporter in order to determine where the dirt came from and the identity of the generator. Acceptance of dirt loads from the generator will be stopped. The WI will then relay this information to an IWMD Materials Regulation Specialist (MRS), who will contact the generator and determine if the dirt is acceptable or not. If the transporter/generator cannot be identified, then the disposition of the contaminated soil becomes the responsibility of the landfill. Determination of the acceptability for disposal of suspect soil is made by an MRS who visits the site where the soil is being generated and inspects the soils in much the same way as the WI. Additionally, the MRS will direct the generator in the taking of soil samples under a "Chain of Custody" to be analyzed by an appropriate test method. In determining if the soil is acceptable, IWMD follows guidelines and limitations set forth by California EPA/DTSC and the California Regional Water Quality Control Board – Santa Ana Region. Also, various County and city departments may direct generators of soils which are suspected of contamination, to contact an MRS directly. The MRS will determine the acceptability for landfill disposal of those soils using procedures similar to those mentioned above. As a result of existing procedures, soils are properly sampled and disposed of in accordance with appropriate practices.
- S5-18 As noted in mitigation measure AS-1, the plant palettes that will be used for revegetation on the site will be from the Olinda Alpha Landscape Master Plan (LMP) that was developed in 1994 in consultation with the City of Brea and the Brea Citizens Advisory Board, and the revised LMP prepared to include the proposed expansion. The LMP identifies native and drought tolerant plant materials for potential use on the landfill property. An important consideration is the use of plant materials over landfilled areas because they cannot have root systems which could damage the final cover over the

landfilled areas. Non-native invasive species will not be used. In the future, as part of the regional park planning, the plant palettes may be modified to accommodate recreation uses in certain parts of the landfill property. Because the plant palette in the LMP is predominately drought tolerant and native species, these plant materials would generally be consistent with the plant materials in the adjoining State Park.

- S5-19 Refer to response to comments S4-12 and S4-14, earlier in this Responses to Comments Report, for discussion of the mitigation fund suggestion.
- S5-20 The DEIR, Section 5.4.4, presents information on potential impacts associated with surface water runoff. Because the on-site detention/desilting basins were designed to receive developed condition peak flows and release at pre-developed flows, the proposed project will not result in increased storm water discharge greater than that which would have occurred without the project. Although the developed peak Q will change from the peak associated with the permitted landfill design, the basins have sufficient capacity to limit the run-off out of the basins to pre-developed conditions; thus resulting in no additional impact to downstream drainage tributaries due to the expansion project.
- S5-21 The DEIR, Section 5.4.4.2, discusses the on-site erosion control measures implemented at the site now and proposed for the project which include maintaining a 2 to 3 percent slope on all exposed surfaces; designing benches with drains at 40-foot intervals; placing fiber rolls on the slopes in between the benches; using processed green material (PGM) on slopes; using sand bags at strategic locations at the site prior to the winter season and grading benches and decks to have positive flow to downdrains. The amount of silt picked up on the active landfill surface will be reduced further by the two existing detention/desilting basins. These measures, along with NPDES permit compliance, will minimize potential impacts of erosion and soil loss to a less than significant level.
- S5-22 The provision of bicycle lanes on Valencia Avenue as requested in this comment is outside the jurisdiction of the IWMD. This segment of Valencia Avenue is shown on Figure CD-10 (Bike Plan) in the City of Brea General Plan as a proposed Class 1 bikeway. Class 1 bikeways are physically separated from roads by space or a physical barrier. This segment of Valencia is shown on the Orange County Transportation Authority Commuter Bikeways Strategic Plan (1995) as a Class II bikeway which is an on road, striped facility. The existing traffic on Valencia Avenue includes both landfill related traffic and other area traffic. The proposed project will not change the number of truck trips to/from the landfill although it will extend the period during which this truck traffic occurs, from 2013 to approximately 2021. Because the proposed project will not result in a change in traffic on Valencia Avenue compared to existing conditions, there will be no new adverse impact on this street segment and no mitigation is required.
- S5-23 The part of measure AS-1 to revegetate disturbed areas as soon as possible does not cite specific time frames because the amount of time between when a specific area is originally disturbed and when it can be revegetated will vary depending on a large

number of factors including how large the disturbed area is, how the landfilling/decking are conducted in the disturbed area, how soil is excavated for fill, the rate of landfilling and many other factors which cannot be reduced to a single time frame. The current practice at Olinda Alpha Landfill is to revegetate areas soon after landfilling or other disturbance activities are complete. This practice would continue in the landfill expansion areas.

The timing of the implementation of revegetation under measure B-1 will be dependent on the negotiations with CDFG and the phasing of landfilling activities in the expansion area.

Plant materials for revegetation areas will be of local origin, as feasible and as consistent with the requirements of the CDFG permit.

S5-24 Measure C-1 indicates that salvaged and collected cultural resources material will be sent to a designated museum for curation and retention. Typically, cultural resources material is retained in the County in which it is found; therefore, it is anticipated any cultural resources material found in the landfill expansion area would be housed in designated repository in Orange County. Chino Hills State Park is not in Orange County and, therefore, would not be the repository of first choice for materials from the landfill site. No repository is cited by name in this measure because the designated repositories or museums may change over time based on the capacity of an individual repository to accept and curate resources. At the time any resources are recovered from the Olinda Alpha Landfill expansion area, they will be curated in the appropriate repository as noted in measure CR-1. Should the State Park wish to display or use those cultural materials, it will be the responsibility of the State Park and the repository/museum to come to agreement about the use of those materials at the State Park. It is not within the jurisdiction of the IWMD to ask the repository/museum to release materials to the State Park.

Mitigation measures C-1 and C-3 are revised by reference to include the following: “Any reports generated as part of the activities in this mitigation measure will be provided to the State Park at the same time they are provided to the repository. However, reports provided to the State Park may exclude information not generally provided to the public in cultural resources reports.”

S5-25 Measures B-1 and B-2 do not specify revegetation sites because the actual sites and mitigation ratios would be identified in consultation with CDFG. It is anticipated that the revegetation sites would be within the landfill property. In the event that the revegetation requirements cannot be met within the landfill property, the IWMD and CDFG would work together to identify suitable sites, which potentially could include sites within Chino Hills State Park. Discussions with the CDFG and compliance with the intent of mitigation measures B-1 and B-2 are the responsibilities of IWMD.

S5-26 Comments noted. No response necessary.



California Integrated Waste Management Board



Terry Tamminen
Secretary for
Environmental
Protection

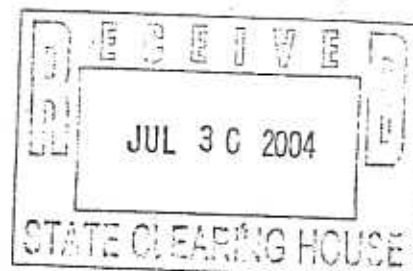
Linda Moulton-Patterson, Chair
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Mailing Address: P. O. Box 4025, Sacramento, CA 95812-4025
www.ciwmb.ca.gov

Arnold Schwarzenegger
Governor

S6

July 30, 2004

Mr. Ray Hull
County of Orange - Integrated Waste Management Department
320 North Flower Street, Suite 400
Santa Ana, CA 92703



Subject: SCH No. 2004011055: Draft Environmental Impact Report for Regional Landfill Option for Orange County (RELOOC) Strategic Plan – Olinda Alpha Landfill Implementation (Solid Waste Facilities Permit No. 30-AB-0035) Orange County

Dear Mr. Hull:

Thank you for allowing the California Integrated Waste Management Board's (Board) staff to provide comments for this proposed project and for your agency's consideration of these comments as part of the California Environmental Quality Act (CEQA) process.

S6-1

Board staff has reviewed the environmental document cited above and offers the following project description, analysis and our recommendations for the proposed project based on our understanding of the project. If the Board's project description varies substantially from the project as understood by the Lead Agency, Board staff requests incorporation of any significant differences in the Final Environmental Impact Report.

S6-2

PROPOSED PROJECT DESCRIPTION

The Regional Landfill Option for Orange County effort is a long range strategic planning program initiated by the County of Orange Integrated Waste Management Department. The purpose of Regional Landfill Option for Orange County is to assess the County's existing disposal system capabilities and develop viable short and long term solid waste disposal options for the County. As part of the endeavor, the County is considering a number of short-term improvements to existing municipal solid waste landfills operated by the Integrated Waste Management Department.

S6-3

The proposed project site is located within the existing Olinda Alpha Landfill property located at 1942 North Valencia Avenue in unincorporated Orange County, near the City of Brea. The Olinda Ranch housing development is located south of the site and the future Tonner Hills housing development is proposed to be located to the southwest. The Brea Green Recycling Facility is located immediately south of the landfill entrance.

S6-4

California Environmental Protection Agency

Printed on Recycled Paper.

I.W.M.D.

Landfill is open Monday through Saturday from 6:00 AM to 7:00 AM for transfer trucks and 7:00 AM to 4:00 PM for all commercial and non-commercial deliveries. Commercial haulers both within and outside the County deliver to the site. Refuse disposal by private citizens is allowed, limited to Orange County residents. Only municipal solid waste, soil, asphalt, processed green waste and tires are accepted.

S6-5

Importation of municipal solid waste from Los Angeles, San Bernardino and Riverside counties will cease in 2015, unless Olinda Alpha closes in 2013. It is anticipated that the truck trip reduction that occurs with the cessation of the importation of waste will be offset by an increase in truck trips required for the importation of cover material.

S6-6

The proposed project includes both a vertical and a horizontal expansion. There will be no change in the landfill boundary. The peak or maximum elevation will be increased from the current permitted elevation of 1300 feet above mean sea level to a peak or maximum elevation of 1415 feet above mean sea level for a net increase of 115 feet. The horizontal expansion would include landform modifications to the northeast part of the landfill property. This modification would expand the disposal footprint by an estimated 33 acres. The extent of the horizontal or lateral expansion will be determined after additional geotechnical field data is obtained prior to construction. The horizontal or lateral expansion would occur prior to the vertical expansion.

S6-7

The expanded landfill would accommodate an additional 25.7 MM cubic yards or 14.2 MM tons of municipal solid waste based on a 5:1 refuse to soil ratio with a 1333 lb/yd³ refuse density. The proposed project would not result in any increase to either the maximum permitted daily tonnage, the annual average permitted daily tonnage or the peak or maximum number of vehicles entering the site on a daily basis.

S6-8

BOARD STAFF'S COMMENTS

As a Responsible Agency for Solid Waste Facilities Permit concurrence, Board staff will conduct an environmental analysis for this project, using the Draft Environmental Impact Report developed by the Lead Agency, in accordance with Title 14, California Code of Regulations (14 CCR), Section 15096. To assist in our review of the Draft Environmental Impact Report for Solid Waste Facilities Permit concurrence purposes, Board staff request that the following comments and questions be considered and addressed in the Final Environmental Impact Report.

S6-9

For clarity and convenience, questions and comments that Board staff is seeking a specific response to will be *italicized* so the reader can more easily locate and respond to them.

S6-10

Hours of Operation

The current Solid Waste Facilities Permit allows operation from 6:00 AM until 4:00 PM Monday through Saturday, which is generally similar to what is in the environmental document. The permit also allows for maintenance and special projects, 24 hours per day, 7 days per week. *Is it the intent of the operator to continue maintenance and special projects during this same time period?*

S6-11

If it is the intent of the operator to operate (maintenance and special projects) on a 24 hours basis, please discuss any new or significant impacts from the nighttime and Sunday operations in the Final Environmental Impact Report. Please define the type of projects or activities that will be considered special project.

S6-12

Horizontal Expansion

The wording of the environmental document regarding the horizontal expansion leave considerable room for expansion in excess of the estimated 33 acres. *The wording in question is the "extent of the lateral expansion will be determined after additional geotechnical field data is obtained." For clarification, what will the peak or maximum lateral expansion be? Board staff does not have an issue with estimated, but with the fact that the expansion will be determined after this document is certified.*

S6-13

Peak Elevation and Peak Depth

The environmental document discusses a maximum or peak elevation of 1415 feet above mean sea level. *Is this the peak elevation of the landfill after placement of final cover or the peak elevation of waste? If the peak final elevation is to be higher than the indicated 1415 feet please disclose that elevation and discuss any new or significant impacts from the higher elevation.*

S6-14

Currently Olinda Alpha Landfill's Estimated Max Refuse Depth is 375 feet. Is the estimated depth below ground surface or feet above mean sea level? Please indicate the Estimated Max Refuse Depth in feet above or below mean sea level. Will the horizontal or lateral expansion area depth of buried waste be lower than in the existing landfill disposal area? If it is deeper, please indicate the maximum depth above or below mean sea level.

S6-15

Load Checking

Board staff did not find any reference to load checking in the environmental document. *Please describe the load checking procedures? Under what circumstances will load checking be performed, by whom, how often and disposition of material found?*

S6-16

Tonnages

The peak or maximum daily tonnage is 8000 tons per day, limited to annual average of 7000 tons per day by a Memorandum of Understanding between the Integrated Waste Management Department and the City of Brea. *Is the annual average permitted daily tonnage the one established by the City of Brea or a different annual average permitted daily tonnage? If the annual average permitted daily tonnage is another tonnage please so indicate.*

S6-17

All material that passes over the scale and/or enters the landfill must be analyzed for in the environmental document. The Board as a Responsible Agency is concerned with the landfill's ability to handle and process all materials that are delivered to the landfill for disposal, beneficial use, recycling for other uses or processes.

S6-18

Soil and contaminated soil that is to be brought to the landfill from sources outside the landfill boundary and the vehicles used to deliver the soil must be analyzed for in the draft environmental documents. Note: soil that is to be used for daily cover and contaminated soil that is to be used for alternative daily cover is not counted against the maximum or peak daily tonnages of material entering the landfill.

S6-19

Please indicate in the Final Environmental Impact Report the peak or maximum daily tonnages of the other materials accepted, the "exempt commodity" such as asphalt, processed green waste and tires. If there are commodities or materials other than those previously indicated, please indicate what they are. Remember the peak number of vehicles entering the landfill also must include those vehicles that bring soil, exempt commodities or any other materials. The peak or maximum tonnage must include the weight of that material, less soil and contaminated soil used for daily and alternate daily cover.

S6-20

The Solid Waste Facilities Permit may be written in such a manner that the peak municipal solid waste tonnage may be listed and there may be a separate listing or category for other materials.

S6-21

As an example:

Permitted Tons per Operating Day	12000	Total: Tons per Day
Non-Hazardous – General	8000	Tons per Day
Other (asphalt, processed green waste and tires)	4000	Tons per Day

Types of Material Received and Material Processing

Board staff's understanding it that Olinda Alpha Landfill will only be receiving municipal solid waste, asphalt, processed green waste and tires. Olinda Alpha will not be receiving such things as unprocessed green waste, wood waste, construction and demolition debris, inert waste, treated medical waste, asbestos or asbestos containing waste, anti-freeze, batteries, oil, paint, auto shredder waste, etc. There will be no processing or sorting of waste other than burying it in the landfill. There will be no sorting or chipping or grinding of waste.

S6-22

It will not be necessary for the issuance of a tire-handling permit for the landfill to receive tires; it will be necessary for the landfill to meet all the requirements that a tire handling facility must meet in the storage and handling of tires.

S6-23

Alternative Daily Cover

The environmental document did not mention the use of alternative daily cover. The use of alternative daily cover and the types of alternative daily cover must be discussed if it is the intent of the operator use it. The mere fact that the types of alternative daily cover are mentioned in regulations does not in and of itself give permission to the operator to pick and choose the type they wish to use. There must be site-specific analysis for the different types of alternative daily cover that an operator may wish to use.

S6-24

Landfill Boundary

The environmental document indicates that Olinda Alpha Landfill comprises 565 acres and the current solid waste facilities permit indicates that the Total Permitted Acreage is 667 acres. In the Final Environmental Impact Report, please explain the 102-acre difference.

S6-25

Mitigation Measures

Significant impacts after mitigation to the environment have been identified in the area of Air Quality. Please forward the Statement of Overriding Considerations for Air Quality to the Board prior to its adoption by the approving agency.

S6-26

As required by Public Resource Code (PRC), Section 21081.6, the Lead Agency should submit a Mitigation Reporting or Monitoring Program at the time of local certification of an Environmental Impact Report or adoption of a Negative Declaration. This plan should identify the environmental impacts associated with the proposed project, identify mitigation measures to reduce impacts to a less than significant level, identify agencies responsible for ensuring the implementation of the proposed mitigations, and specify a monitoring/tracking mechanism. PRC, § 21080 (c)(2) requires that mitigation measures "...avoid the effects or mitigate the effects to the point where clearly no significant effects on the environment would occur." The Mitigation Reporting or Monitoring Program is also required as a condition of project approval. PRC § 21081.6(b) also requires that "A public agency shall provide the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures."

S6-27

The Mitigation Reporting or Monitoring Program should also indicate that agencies designated to enforce mitigation measures in the Environmental Impact Report have reviewed the Mitigation Reporting or Monitoring Program and agreed that they have the authority and means to accomplish the designated enforcement responsibilities.

S6-28

BOARD CEQA REVIEW

As a Responsible Agency under CEQA, Board staff's comments on environmental documents are intended to assist the Lead Agency in developing an environmental document that will be as complete and adequate as possible for use by the Lead Agency and all Responsible Agencies.

S6-29

Board staff's comments are intended to help decision-makers 1) identify potential impacts from proposed projects; 2) determine whether any such impacts are significant; and 3) ascertain whether significant impacts can be mitigated to a level of insignificance in compliance with the CEQA statutes and guidelines.

S6-30

When performing the initial review of a CEQA document such as a Draft Environmental Impact Report or Negative Declaration during the circulation process, the first analysis the Board staff must make, is to evaluate whether or not the proposed CEQA document clearly describes all phases of the project and assesses all potential primary and secondary impacts to the

S6-31

environment and/or public health and safety that could occur if the proposed project is implemented.] S6-31

When evaluating the adequacy of an environmental document for purposes of SWFP concurrence, Board staff must compare the design and operation of the facility as described in the proposed SWFP with the project as described and evaluated in the environmental document cited for CEQA compliance in the proposed SWFP.] S6-32

In order for Board staff to evaluate and recommend whether or not the environmental document is adequate for use in the Board's permitting process, the proposed project must be described in sufficient detail for Board staff to understand and evaluate the proposed project, potential environmental impacts, proposed mitigation measures, and findings as presented by the Lead Agency.] S6-33

When the proposed SWFP is received by the Board along with the citation of evidence of CEQA compliance by the Local Enforcement Agency (LEA), the second analysis performed by Board staff is to evaluate whether or not the CEQA evaluation in the cited environmental document supports the requested specifications, revisions, and/or conditions of the proposed SWFP. For instance, does the environmental document clearly describe and assess the potential air quality, water quality, geological impacts, traffic, noise, dust, vector and other health and safety impacts that can be associated with the proposed solid waste facility or changes in design and/or operation? When this type of information is included and addressed in the environmental document, the SWFP concurrence process is greatly facilitated.] S6-34

After comparison of the cited CEQA document with the proposed SWFP, Board staff makes a recommendation to the Board regarding the adequacy of the CEQA document for the Board's SWFP concurrence purposes. The Board members make the final determination of the adequacy of the CEQA document for SWFP concurrence as well as whether or not to concur in issuance of the SWFP.] S6-35

SUMMARY

The Board staff thanks the Lead Agency for the opportunity to review and comment on the Draft Environmental Impact Report and hopes that this comment letter will be useful to the Lead Agency in carrying out their responsibilities in the CEQA process.] S6-36

The Board staff requests copies of any subsequent environmental documents including, the Final Environmental Impact Report, the Report of Facility Information/Report of Disposal Site Information, any Statements of Overriding Consideration, copies of public notices, and any Notices of Determination for this project.] S6-37

Please refer to 14 CCR, § 15094(c) that states: "If the project requires a discretionary approval from any state agency, the notice of determination shall also file with OPR [State Clearinghouse]."] S6-38

The Board staff requests that the Lead Agency provide a copy of its responses to the Board's comments at least ten days before certifying the Final Environmental Impact Report. Refer to... PRC § 21092.5(a).

} S6-39

If the document is certified during a public hearing, Board staff request ten days advance notice of this hearing. If the document is certified without a public hearing, Board staff requests ten days advance notification of the date of the certification and project approval by the decision-making body.

} S6-40

If you have any questions regarding these comments, please contact me at 916.341.6728 or email at rseamans@ciwmb.ca.gov.

} S6-41

Sincerely,

Raymond M. Seamans
Permitting and Inspection Branch, Region 4
Environmental Review
Permitting and Enforcement Division
California Integrated Waste Management Board

cc: Tadese Gebre-Hawariat
Permitting and Inspection Branch, Region 4
Permitting and Enforcement Division
California Integrated Waste Management Board

Suzanne Hambleton, Supervisor
Permitting and Inspection Branch, Region 4
Permitting and Enforcement Division
California Integrated Waste Management Board

Patty Henshaw
County of Orange Health Care Agency
Environmental Health Division
2009 E Edinger Avenue
Santa Ana, CA 92705

S6 RESPONSES TO COMMENTS FROM THE CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD DATED JULY 30, 2004

S6-1 Comment noted. No response necessary.

S6-2 Comment noted. No response necessary.

S6-3 Comment noted. No response necessary.

S6-4 Comment noted. No response necessary.

S6-5 Comment noted. No response necessary.

S6-6 Comment noted. No response necessary.

S6-7 Comment noted. No response necessary.

S6-8 Comment noted. No response necessary.

S6-9 Comment noted. No response necessary.

S6-10 Comment noted. No response necessary.

S6-11 It is the intent of the operator to continue maintenance and special projects during this same time period.

S6-12 Similar to the existing landfill operation, the proposed project will only accept municipal solid waste Monday through Saturday, 6:00 AM to 4:00 PM. The landfill will not accept municipal solid waste on Sundays or during evening and nighttime hours. Therefore, no significant adverse environmental impacts would occur associated with Sunday, evening or nighttime operations.

Special projects would occur infrequently and as needed, and would include maintenance and repair work to landfill roads and drainage channels. Dirt is hauled to the wet deck stockpile occasionally on Sundays.

S6-13 The lateral expansion would expand the existing refuse footprint an estimated 33 acres within the existing property boundary of Olinda Alpha Landfill. After the geotechnical field data is obtained and detailed slope stability analysis is conducted, the actual lateral expansion may be less than 33 acres, but will not extend past the 33 acres identified in the DEIR. Therefore, the DEIR evaluated the worst case potential impacts of an expansion area of 33 acres.

- S6-14 The maximum or peak elevation of 1,415 feet above mean sea level (amsl) discussed in the DEIR is the elevation of the landfill prior to placement of final cover. Final cover is not accounted for in the total airspace for the site until the landfill is within five years of closure. Natural settlement of landfill mass will likely create enough additional airspace to accommodate final cover volume.
- S6-15 The estimated depth of refuse is the distance between the base of the landfill and the proposed final elevation. The maximum refuse depth cannot be presented in feet amsl since it is a measured difference between two elevations. Based on review of a pre-landfill topographic map and the proposed final grading plan, the proposed maximum refuse depth with the final landfill elevation set at 1,415 amsl will be approximately 490 feet (this is 115 feet greater than the 375 foot maximum depth of refuse for the currently permitted landfill design). The vertical expansion is to be placed over existing waste so this expansion area will not be lower than the existing landfill disposal area. The lateral expansion area is adjacent to the existing waste prism and the bottom elevation for that expansion is proposed at approximately 1,200 feet amsl which is not lower than the existing landfill disposal area base elevation.
- S6-16 Load checking is discussed in the DEIR in Section 4.5.5, page 4-21, paragraph 2. This text provides a brief description of the load check program for the site and procedures for the disposition of the material found to be unacceptable. Information regarding load check frequency and who performs load check procedures is provided in the Section 4.5.5 in the DEIR. Load checks are performed on a minimum of one random load check per one thousand tons of waste received. Haulers are subject to load checks if their loads are considered suspicious, are from service areas outside the landfill's waste shed or if their trucks are not typically used for transporting municipal solid waste. Moreover, load checks are conducted on loads transported by previous offenders. A minimum of one designated landfill employee properly trained in the recognition, handling and management of hazardous waste (designated landfill employee) perform the load checks.
- S6-17 The annual average permitted daily tonnage (7,000 TPD) for the site was established between the IWMD and the City of Brea as part of a Memorandum of Understanding agreement.
- Table 5.5-1 on page 5.5-3 in the DEIR lists all the vehicle trips that were included in the traffic analysis. These include all refuse vehicles, exempt wastes, Brea green recycling facility trips, landfill employee vehicle trips, Getty Synthetic Fuel employee vehicle trips, Shepherd employee vehicle trips, on-site Salvage Company employee vehicle trips and other miscellaneous trips.
- S6-18 All waste accepted at the site is discussed in Section 4.5.5, page 4-21 of the DEIR. The landfill accepts non-hazardous, Class III municipal solid waste in accordance with California Code of Regulations, Title 27, requirements and the site's current Solid Waste Facilities Permit. There are no violations and the proposed project is in compliance with all permits. Wastes to be accepted for the expansion project are not proposed to change from current permitted operations.

S6-19 Clean soil transported to the site from off-site sources is not proposed to be different than that currently accepted at the site. The traffic impact analysis conducted for the DEIR accounted for current traffic volumes across the scales including MSW, clean cover soil and processed green material (PGM) (see Section 5.5.1.2, Current Level of Traffic Generated By The Existing Landfill, of the DEIR).

S6-20 See response S6-18 and S6-19. The Olinda Alpha Landfill accepts and exempts non-contaminated, clean soil and processed green materials that are used for daily and alternative daily cover. Asphalt is also accepted as an exempted commodity and is used to construct wet-weather decks. The DEIR traffic study included both solid wastes and exempt wastes that will be received for the proposed project.

Olinda Alpha Landfill is the only Orange County landfill currently permitted to accept tires. IWMD contracts with a tire recycler to remove tires from the site and recycle them. Tires are not buried at the landfill. The storage and handling of tires is not proposed to change from the currently permitted operations.

S6-21 Comment noted. No response necessary.

S6-22 All materials currently accepted at the site are discussed in Section 4.5.5, page 4-21, of the DEIR. These wastes do include wood waste, construction and demolition debris, inert wastes, and autoclaved medical wastes. There will be no processing or sorting of wastes; however, salvaging will continue to be performed as discussed in Section 4.5.5. It should be noted that the proposed horizontal and vertical expansion project does not propose to change the waste stream currently permitted at the landfill.

S6-23 Comment noted. Refer to response to comment S6-20, above.

S6-24 Alternative daily cover (ADC) is mentioned in Section 4.4.1.6, page 4-12, of the DEIR in regards to odor control; however, no specific types of ADC are discussed. Currently, the site is permitted to use PGM and geosynthetic blankets for alternative daily cover in accordance with 27 CCR, Section 20690 (b)(3). No other alternative daily covers are used or planned to be used for the expansion project. It should be noted that the horizontal and vertical expansion project does not propose to change the permitted daily cover operations at the landfill; therefore, no discussion was included in the DEIR.

S6-25 The 1996 Solid Waste Facility Permit (SWFP) indicates a total permitted area of 667 acres. Subsequent to issuance of the 1996 SWFP, the County transferred and purchased property resulting in a current property area of 565 acres as documented in the December 2002 Report of Facility Information which is a conditioning document of an updated 2002 Solid Waste Facility Permit for the site. One hundred and two (102) acres of

landfill property were transferred to the County of Orange Harbors, Beaches & Parks for purposes of establishing a future County regional park in that location.

S6-26 The Statement of Overriding Considerations will be prepared as part of the Final EIR.

S6-27 Comment noted. The Mitigation Monitoring and Reporting Program for the project will be prepared as part of the Final EIR.

S6-28 Comment noted. The MMRP will identify the agencies responsible for enforcing the project mitigation measures.

S6-29 Comment noted. No response necessary.

S6-30 Comment noted. No response necessary.

S6-31 Comment noted. No response necessary.

S6-32 Comment noted. No response necessary.

S6-33 Comment noted. No response necessary.

S6-34 Comment noted. No response necessary.

S6-35 Comment noted. No response necessary.

S6-36 Comment noted. No response necessary.

S6-37 Comment noted. No response necessary.

S6-38 Comment noted. The Notice of Determination will be filed with both the County Clerk and the State Clearinghouse.

S6-39 Comment noted. No response necessary.

S6-40 Comment noted. No response necessary.

S6-41 Comment noted. No response necessary.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Boel
Acting Director

August 3, 2004

S7

Ray Hull
Orange County
320 North Flower Steet, Suite 400
Santa Ana, CA 92703

Subject: Regional Landfill Options for Orange County (RELOOC) Strategic Plan - Olinda Alpha Landfill
Implementation EIR
SCH#: 2004011055

Dear Ray Hull:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 2, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

S7-1

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

S7-2

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

S7-3

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

S7-4

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004011055
Project Title Regional Landfill Options for Orange County (RELOOC) Strategic Plan - Olinda Alpha Landfill
Lead Agency Implementation EIR
Orange County

Type EIR Draft EIR
Description The proposed project includes both a vertical and a horizontal expansion of Olinda Alpha Landfill within the existing landfill property to meet the County's near term solid waste disposal needs. Project alternative includes out-of-county waste export and increased tons per day of municipal solid waste at active Orange County Landfills.

Lead Agency Contact

Name Ray Hull
Agency Orange County
Phone 714-834-7202
email
Address 320 North Flower Steet, Suite 400
City Santa Ana
State CA **Zip** 92703
Fax

Project Location

County Orange
City Brea
Region
Cross Streets Lambert Road (South) and Valencia Avenue (Southwest)
Parcel No.
Township 3S **Range** 9W **Section** 8 **Base** Yorba

Proximity to:

Highways SR-57
Airports
Railways
Waterways
Schools
Land Use Public Facilities / Landfill Site (4(LS))
Z: General Agricultural (Public Facilities)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Other Issues; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Biological Resources

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 8; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Integrated Waste Management Board; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 12; State Water Resources Control Board, Division of Water Quality; Department of Toxic Substances Control

Date Received 06/17/2004 **Start of Review** 06/17/2004 **End of Review** 08/02/2004

**S7 RESPONSES TO COMMENTS FROM THE STATE OF CALIFORNIA
GOVERNOR’S OFFICE OF PLANNING AND RESEARCH DATED AUGUST 3,
2004**

S7-1 Comment noted. No response necessary.

S7-2 Comment noted. No response necessary.

S7-3 Comment noted. No response necessary.

S7-4 Comment noted. No response necessary.

REGIONAL AND LOCAL AGENCIES

CITY OF LAKE FOREST



R1

July 26, 2004

Mr. Ray Hull
Integrated Waste Management Department
County of Orange
320 North Flower Street, Suite 400
Santa Ana, CA 92703

Mayor
Peter Herzog

Mayor Pro Tem
Helen Wilson

Council Members
Richard Dixon
Kathryn McCullough
Marcia Rudolph

Subject: Draft Environmental Impact Report 588
Regional Landfill Options for Orange County Strategic Plan - Olinda
Alpha Landfill Implementation

City Manager
Robert C. Dunek

Dear Mr. Hull:

Thank you for the opportunity to review the subject document. Staff has reviewed the document and we have no comments associated with the construction and operation of the proposed project expansion of the existing Olinda Alpha Landfill.

R1-1

If you have any questions, please contact Irene Kha, Acting Management Analyst, at (949) 461-3498.

R1-2

Very truly yours,
CITY OF LAKE FOREST

Robert L. Woodings, P.E.
Director of Public Works/City Engineer

cc: Benjamin Siegel, Acting Assistant to the City Manager

**R1 RESPONSES TO COMMENTS FROM THE CITY OF LAKE FOREST DATED
JULY 19, 2004**

R1-1 Comment noted. No response necessary.

R1-2 Comment noted. No response necessary.



COUNTY OF ORANGE
HEALTH CARE AGENCY

REGULATORY HEALTH SERVICES
ENVIRONMENTAL HEALTH

*Excellence
Integrity
Service*

R2

JULIETTE A. POULSON, RN, MN
DIRECTOR

DAVID L. RILEY
ASSISTANT DIRECTOR

MIKE SPURGEON
DEPUTY AGENCY DIRECTOR
REGULATORY HEALTH SERVICES

STEVEN K. WONG, REHS, MPH
DIRECTOR
ENVIRONMENTAL HEALTH

MAILING ADDRESS:
2009 EAST EDINGER AVENUE
SANTA ANA, CA 92705-4720

TELEPHONE: (714) 887-3000
FAX: (714) 972-0740
E-MAIL: ehealth@ochea.com

August 2, 2004

Raymond Hull, RELOOC Project Manager
County of Orange IWMD
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

Dear Mr. Hull,

**Subject: Comments on Draft Environmental Impact Report for RELOOC Strategic Plan –
Olinda Alpha Landfill (SWIS No. 30-AB-0035) Implementation, Brea**

On July 1, 2004, the Orange County Solid Waste Local Enforcement Agency (LEA) received a copy Draft Environmental Impact Report (DEIR) No. 588 (State Clearinghouse No. 2004011055) analyzing the impacts of the proposed horizontal and vertical expansion of Olinda Alpha Landfill. After review, the LEA has the following comments:

R2-1

1. Section 4.4.1, page 4-9: Estimate of 16 yd³ as average amount of soil hauled by a truck seems rather high. Based on our experience, a maximum of 14 yd³ per truck should be used in the calculations.

R2-2

2. Section 5.10.4.2, Accidental Release of Landfill Gas and Leachate, page 5.10-3: Additional perimeter landfill gas monitoring probes may (not will) be required to be installed as a result of the proposed horizontal expansion.

R2-3

Thank you for the opportunity to review this CEQA document. If you have any questions, please contact me.

R2-4

Sincerely,

Ossama "Sam" Abu-Shaban, PE, DEE
Senior Civil Engineer
Solid Waste Local Enforcement Agency
Environmental Health

cc: Raymond Seamans, CIWMB

R2 RESPONSES TO COMMENTS FROM THE COUNTY OF ORANGE HEALTH CARE AGENCY DATED AUGUST 2, 2004

R2-1 Comment noted. No response necessary.

R2-2 A review of the County's scale records for fiscal year (FY) 2002/2003 indicates that there have been dirt loads brought to the landfill in excess of 16 cubic yards (cy). However, as commented on by the County of Orange Health Care Agency, the average is closer to 14 cy than 16 cy for large dirt hauling vehicles. Because the DEIR traffic analyses and projections are based on actual overall traffic counts conducted for the DEIR, traffic impact analysis included trucks carting soil. Therefore, there are no extra truck trips required to meet the demand of 480,000 cy per year projected for 2015 and the conclusion that future soil import will not generate more vehicles in the future than is currently hauling to the site is valid.

R2-3 Comment noted. The last paragraph on page 5.10-3 of the DEIR is corrected by reference to read: "may" instead of "will."

R2-4 Comment noted. No response necessary.



R3

August 2, 2004

Mr. Ray Hull
RELOOC Project Manager
County of Orange
Integrated Waste Management Department
320 N. Flower Street
Suite 400
Santa Ana, CA 92703

City of

Post-It® Fax Note	7671	Date	8-2	# of pages	3
To	Ray Hull	From	Charlie View		
Co./Dept	IWM	Co.	Co of Brea		
Phone #		Phone #	990-7690		
Fax #	834-4057	Fax #			

SUBJECT: COMMENTS ON RELOOC DEIR

Dear Mr. Hull:

I am writing in response to the County's Draft Environmental Impact Report (DEIR) for the RELOOC project. The City of Brea appreciates the opportunity to comment on this environmental impact analysis. We offer the following comments for your consideration:

R3-1

Traffic -

1. The DEIR notes (page 5.5-27) the City's ability to provide for traffic control adjustments related to sports park/school activities. The DEIR should note that this area of Valencia Avenue is controlled by Caltrans and it holds jurisdiction over any such adjustments. Additionally, the DEIR should note the City's Traffic Committee rather than Commission as the body involved in these discussions within the City organization.
2. Additional discussion on page 5.5-28 regarding speed limits and left turn storage on select road segments needs to acknowledge Caltrans jurisdiction of Imperial Highway, as well as portions of Valencia Avenue. The City does not have primary jurisdiction over these road segments.
3. The DEIR should discuss and acknowledge that the anticipated future vehicle mix is envisioned to shift towards larger, transfer trucks and away from smaller carriers. This shift should be addressed within associated DEIR impact analysis.
4. Please clarify that truck trips associated with the future need (2015?) to haul in landfill cover materials are captured within the truck trip allocations contained within the DEIR traffic analysis. It would be our expectation that the proposed maximum truck trips associated with landfill operations include these trips and that combined totals not exceed proposed daily maximums for the facility.

R3-2

R3-3

R3-4

R3-5

City Council John Beauman Bill Lentini Roy Moore Bev Perry Marty Simonoff
 Mayor Mayor Pro Tem Councilmember Councilmember Councilmember

5. The DEIR notes that truck route violations on Lambert Road have occurred historically. Mitigation measures designed to prevent this activity should be included as part of the Final EIR. For example, mitigation might include video surveillance equipment networked to City facilities to further curtail violations. R3-6
6. Mitigation measures should be proposed to provide for on-going funding for road maintenance and pavement repairs which may be needed during the life of the landfill. The key goal of this measure should be the timely identification and repair of any damage to streets which are routes to the landfill. Additionally, a final street and pavement rehabilitation program outlining work to be completed at final landfill closure should be provided. Each of these measures should include coordination and consultation with the City of Brea and Caltrans. R3-7

Aesthetics -

1. The discussion and exhibits within this section are somewhat general and do not provide the level of comprehensive analysis we feel is required to determine areas of impact and identify appropriate mitigation. The color viewshed simulation exhibits have high levels of contrast and grain and are hard to read. Additional, and refined, views should be identified both from within the Olinda Ranch project and at other critical locations within eastern Brea as a part of this analysis. R3-8
2. The proposed mitigation measure calling for revisions to the Landscape Master Plan (LMP) for the landfill is too general and more specific criteria for any plan revisions should be provided. The proposed mitigation calling for LMP revisions should include interim and final landscaping and should be written in a more detailed manner. Considerations for a variety of vantage points within the Olinda Ranch project and other surrounding areas should be integral to determining interim and final landscape needs and the crafting of this mitigation measure. R3-9
3. The aesthetic appearance of the landfill is an important consideration for the City—both during operations and at final closure. The DEIR focuses largely on final appearance and should be expanded to address aesthetics during the proposed operational period. Mitigation providing for landscape treatments during operations should also be provided, particularly for south facing slopes. R3-10
4. Final grading configurations for the landfill should serve to blend the site into the surrounding hillsides in as natural a configuration as possible, avoiding a more traditional, “manufactured”, appearance. Final mitigation measure language should reflect this goal. R3-11
5. Final mitigation language should provide for City of Brea approval on all interim and final grading and landscaping designs and should be more specific regarding final expectations (i.e. treatments, materials, etc). R3-12

6. Please provide discussion and confirmation that the proposed third LFG flare is not visible beyond the landfill boundaries.

R3-13

Noise –

Page 5.7-20 of the DEIR includes the following statement:

"Though the project will not increase noise above the existing conditions or the 65 dBA CNEL standard because it would not change the volume of traffic as it is occurring in 2004, the continuation of landfill activities due to the project at 2013 would result in a 12 dBA increase above the no project scenario. As such, the 12 dBA increase in noise is considered substantial and is a potentially significant adverse impact related to long term transportation noise."

1. We feel that the proposed mitigation measure for the County to participate and provide for its "fair share" costs within any future City of Brea implemented noise reduction program does not conclusively address identified noise impacts (mitigation measure N-5). The EIR should provide for any necessary improvements (i.e. sound attenuation walls) within mitigation measures to resolve any identified impacts. These measures should provide for specific improvements, such as the rubberized paving treatments discussed within mitigation measure N-5, and such improvements should be provided for all critical areas of the haul route through the City of Brea.
2. The DEIR does not address nuisance level noise and vibration impacts anticipated for the project. This includes potential impacts from co-generation facilities as well as gas flaring—each the subject of complaints received by the City for existing landfill operations. The DEIR provides no measured data regarding vibration. A further, detailed, analysis of vibration issues should be provided. The City has received specific vibration complaints from residents near Imperial Highway and Placentia Avenue and this should be a specific focus area within the DEIR.

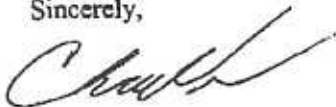
R3-14

R3-15

Thank you for the opportunity to comment on the DEIR. Feel free to reach me at (714) 990-7689 if you should have any questions regarding our comments.

R3-16

Sincerely,



Charles View
Development Services Director

CC Tim O'Donnell, City Manager

R3 RESPONSES TO COMMENTS FROM THE CITY OF BREA DATED AUGUST 2, 2004

- R3-1 Comment noted. Refer to responses to comments R3-2 to R3-16, below.
- R3-2 Comments noted. The discussion on page 5.5-27 of the DEIR is corrected by reference to reflect Caltrans' involvement and jurisdiction over traffic control adjustments along Valencia Avenue. In addition, the discussion on page 5.5-27 of the DEIR is corrected by reference to read: "Committee" instead of "Commission."
- R3-3 Comments noted. The discussion on page 5.5-28 of the DEIR is corrected by reference to reflect Caltrans' involvement and jurisdiction over traffic control along Imperial Highway and Valencia Avenue.
- R3-4 As indicated in the DEIR, the proposed project would not include a tonnage increase. The Maximum Daily Permitted Tonnage for the proposed project would be 8,000 TPD with an annual average of 7,000 TPD, which is the same as the existing conditions. In addition, exempt waste tonnages, which currently average between 3,000 to 4,000 TPD, would be very similar for the proposed project. Currently, it is anticipated that in the future, the ratio of waste hauling vehicles (i.e., transfer, pacer and self-haul) transporting solid wastes to the Olinda Alpha Landfill will not substantially change from existing conditions.
- R3-5 All potential trips into the landfill, as a result of this project, have been included in the Traffic impact analysis for the DEIR. The DEIR indicates on page 5.5-15, second and third paragraphs, that the analysis data was derived from traffic volumes across the scales which include MSW, dirt cover and green waste. Also, the end of the third paragraph on Page 5.5-15 clarifies that the permitted maximum daily and average daily tonnage per day limits apply only to MSW.
- R3-6 Olinda Alpha Landfill waste hauling vehicle traffic is prohibited from utilizing Lambert Road, as indicated by signage on the 57 Freeway. The designated truck routes to the landfill include Imperial Highway and Valencia Boulevard. Truck traffic on Lambert Road west of Valencia Avenue in violation of the weight limitation is small and was not found to be a significant adverse impact of this project; therefore, no mitigation was deemed to be required. The DEIR mentions that these violations could be reduced by improving signage advising trucks of the limitation. Signing improvements were suggested as a preventive measure in lieu of "surveillance" of the violation activity after it has occurred. In addition, the California Highway Patrol and the City of Brea Police Department perform random inspections of commercial trucks on public roadways within the City of Brea. The drivers of vehicles that do not pass inspection are cited for violations.
- R3-7 If the City and/or Caltrans (which based on the City's previous comments has jurisdiction over both Imperial Highway and over Valencia Avenue from Imperial Highway to

Lambert Road) has a program to provide funding for road maintenance and repairs, the IWMD would consider participation in the program on an equitable share basis.

- R3-8 The existing conditions photographs and visual simulations in the aesthetic section in the DEIR were enlarged to allow the viewer to more clearly see the elements of the view. One photograph or view simulation is provided per page and these larger images are attached to this response. As noted in the text in the DEIR, in each simulation the permitted (1,300 foot) height of the landfill is shown first and the simulation of the proposed (1,415 foot) height is shown next from the same vantage point. This allows the reader to compare the visual difference between the permitted and proposed heights. The visual simulations show the view as it would appear approximately four years following revegetation of the slopes.

There are few locations within the Olinda Ranch development from which the landfill can be seen, because of intervening topography, vegetation or structures. Figure 5.8-4, View Simulation 1A and 1B, from north of Carbon Canyon Road looking past the Olinda Ranch Development with the landfill beyond, provides the most expansive view of the landfill from the Olinda Ranch area. For this reason, this view point was used for a view simulation. In response to this comment by the City of Brea, three additional viewshed simulations of the landfill have been provided in Attachment G of this document. The locations for viewshed simulations include a residential area located just south of the intersection of East Lambert Road/Sunflower Street, a viewshed simulation from Condor Avenue/Hawks Drive in Olinda Ranch and a viewshed simulation from the North Ridge Trail in Chino Hills State Park. Both Summer/Fall and Winter/Spring simulations of the landfill have been provided from these locations. The viewshed simulations show that the proposed expansion would obscure slightly more of the sky in the views, but otherwise the views of the currently permitted landfill elevations in the 2013 would be similar to the proposed project landfill elevations in the year 2021. Therefore, with implementation of mitigation measure AS-1, included in Section 5.8 (Aesthetics) of Draft EIR 588, the adverse visual impacts of the proposed expansion would be less than significant.

- R3-9 The current Landscape Master Plan (LMP) incorporates detailed design requirements for both interim and final landscaping. The LMP identifies planting zones including north facing slopes, the deck, southeast facing slopes upper elevations, southwest facing slopes lower elevations and southwest facing slopes upper elevations. Specific plant species are identified for each of these areas to blend the landfill into the surrounding areas. The LMP also identifies phases and seed mixes for the interim Landscape Plan. Mitigation measure AS-1 requires that the LMP be expanded to include the proposed landfill expansion. The same amount of detail in the original LMP will be provided in the revised LMP that will include the expanded landfill. Specific areas of the expanded landfill will be identified for those landscape treatments designated in the original LMP for both interim and final landscape plans. The mitigation measure also requires the approval of the revised LMP by IWMD and the City of Brea.

- R3-10 As described in Response to Comment R3-9, the Revised LMP will include requirements for interim landscape treatment. The existing LMP addresses south facing slopes and the Revised LMP will incorporate detailed design treatments to include the south facing slopes of the proposed landfill expansion area.
- R3-11 The final grading plan for the landfill does incorporate a more undulating front face slope and two deck area mounds to reduce the appearance of a traditional, manufactured grading configuration while meeting operational requirements for drainage, optimizing the deck for potential future park uses and meeting the project objective of maximizing capacity. In addition, the revised Landscape Plan referred to in Mitigation Measure AS-1 intends to blend the landfill landscape with the adjacent native open space area.
- R3-12 Mitigation measure AS-1 provides for City of Brea approval of the revised LMP that includes interim and final landscape plans. Refer to response to comment R3-8, above, for a discussion of the detail elements of the LMP and Revised LMP.
- R3-13 The structures of the existing two enclosed gas flare stacks at the landfill are visible beyond the landfill boundaries from locations on Sandpiper Way in the northwest part of Olinda Ranch PC and from some homes further east of this street in the middle section of Olinda Ranch PC. The structure of the third gas flare stack would also be visible from these locations in Olinda Ranch. The third flare will be the exact same height as the two existing flares. However, similar to the two existing flares, the third flare will be within an enclosed stack (no visible flame) and will be painted with non-reflective tan paint that matches the surrounding terrain.
- R3-14 Opinion noted. The County's participation in and funding of a Fair Share Program for noise mitigation constitutes an appropriate contribution to the noise exposure along roads used by project related traffic. It is considered appropriate because, while project traffic does contribute to significant adverse levels of traffic noise exposure, it is not the sole source of traffic noise. The landfill traffic is less than 2,000 daily vehicles out of a total of 50,000 to 61,000 total vehicles (or less than four percent of the total vehicles) on Imperial Highway from SR 57 to Valencia Avenue, about 10 to 17 percent of the total vehicles on Valencia Avenue between Lambert Road and Imperial Highway, and about 50 percent of the total vehicles on Valencia Avenue north of Lambert Road directly south of the landfill. Consequently, a proportional contribution to a Fair Share Program is considered appropriate to mitigate the proportional level of impacts attributable to the project.
- R3-15 The Draft EIR assessed vibration impacts from on-road truck vibration based on methodologies and criteria developed by the Federal Transit Administration and Caltrans (1992 Technical Advisory). No attempt to factor out non-landfill truck traffic was made. Even so, applying these published sources to the known minimum distance between the roadway centerline and residences along the landfill access roads led to the conclusion in the Draft EIR that vibration from total traffic would be less than the threshold of human perception, and therefore absent.

IWMD contracted for additional research on vibration impacts in response to the City of Brea's comment that a more detailed study of vibration be undertaken. This study is included here as Attachment H to these responses. Field measurements of vibration on Imperial Highway and

Valencia were made in mid-September, 2004. Vibration sensor locations were chosen so that roadway vibration on homes closest to the road would be measured. Again, no attempt to factor out non-landfill traffic was made. This is important, because landfill traffic is less than four (4) percent of the total traffic on Imperial, about 10 to 17 percent of the traffic on Valencia between Imperial and Lambert, and about 50 percent of the total vehicles on Valencia north of Lambert.

Results of the field measurements for vibration and levels of perception (determined by the Federal Transit Administration) are as follows:

South side of Imperial (N. Placentia Avenue). For residences closest to the roadway (highest reading): 63 VdB, which is below the level of perception.

North side of Imperial (Castlegate Lane). For residences closest to the roadway (highest reading): 82 VdB, which is distinctly perceptible.

Valencia Avenue north of Lambert (Santa Fe Road). For residences closest to the roadway (highest reading): 70 VdB, which is barely perceptible.

Valencia Avenue north of Lambert (Sandpiper Way). For the residence closest to the roadway (highest reading): 79 VdB, which is distinctly perceptible.

No regulatory threshold for ground-borne vibrations or noise has been established.. For this project, the threshold level of significance is set at 84 VdB. Vibration readings of 85 VdB or above would be considered significant. Within the 75 VdB to 84 VdB range, the level of human annoyance strongly depends on the sensitivity of the individual and other factors, such as time of day. Some important considerations for landfill related truck traffic include:

- In contrast to some transit-caused impacts, vibrations from individual truck passes occur for a very short duration.
- Truck traffic is limited to a portion of the day (6 a.m. to 4 p.m.), and peak landfill related truck traffic occurs near the middle portion of the day.
- Truck traffic is at a lower level on Saturday, with none on Sunday.

Ground-borne vibrations below 85 VdB would be below the level at which most people would be strongly annoyed (1995, Federal Transit Administration), and would be well within the range of recommended daytime vibration for residential species in the American National Standards Institute (ANSI) S3.29-1983 “Guide to Evaluation of Human Exposure to Vibration in Buildings.” Since none of the readings of roadway vibration from all vehicles exceed 84 VdB, the impact from vibration from landfill vehicles is determined to be less than significant, and no mitigation is necessary.

R3-16 Comment noted. No response necessary.

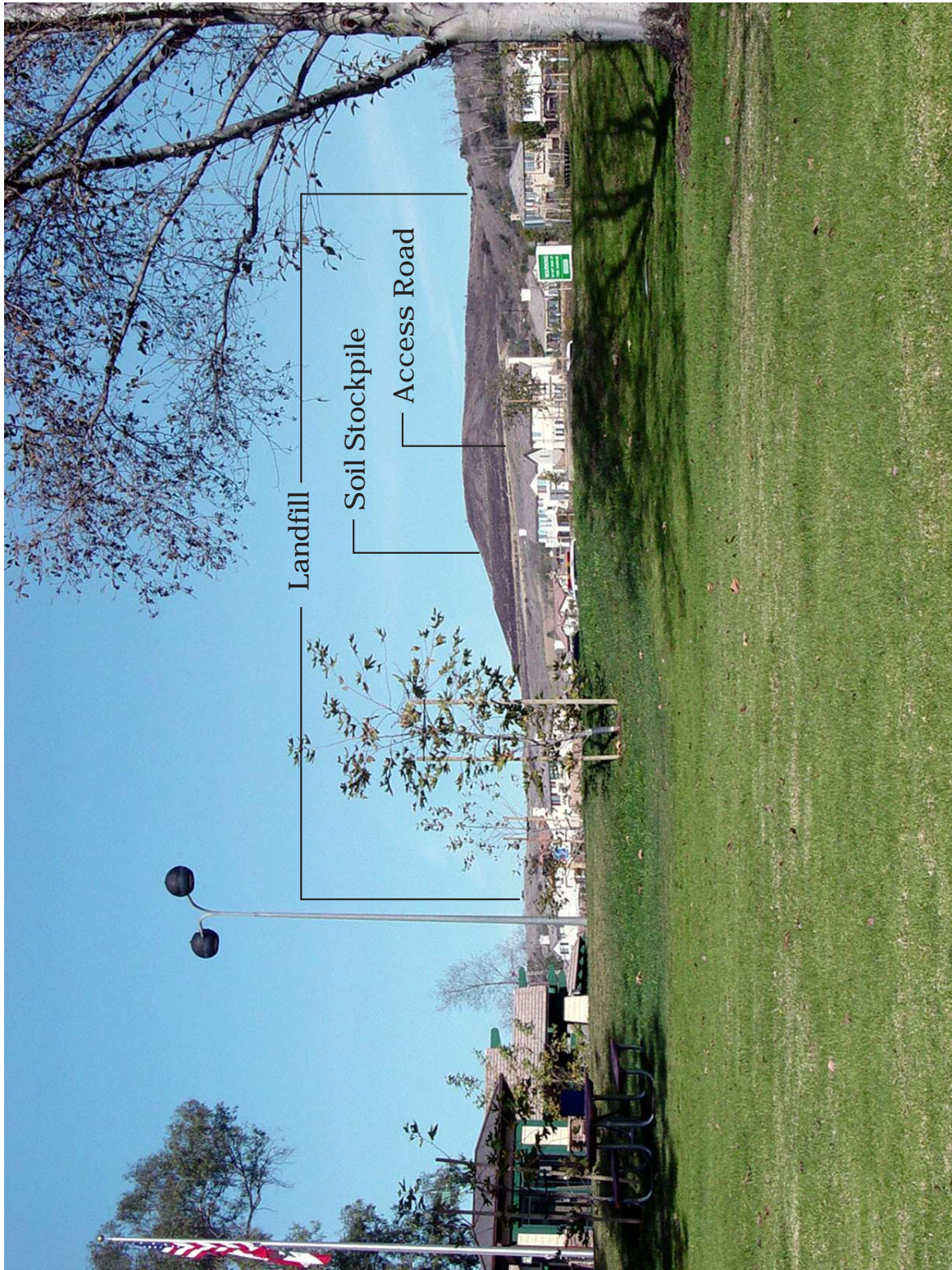


View 1. From north of Carbon Canyon Road looking north toward the Landfill.

Source: P&D Consultants, Inc. (2004).

Page 1 of 2 **Figure 5.8-3**
Existing Views

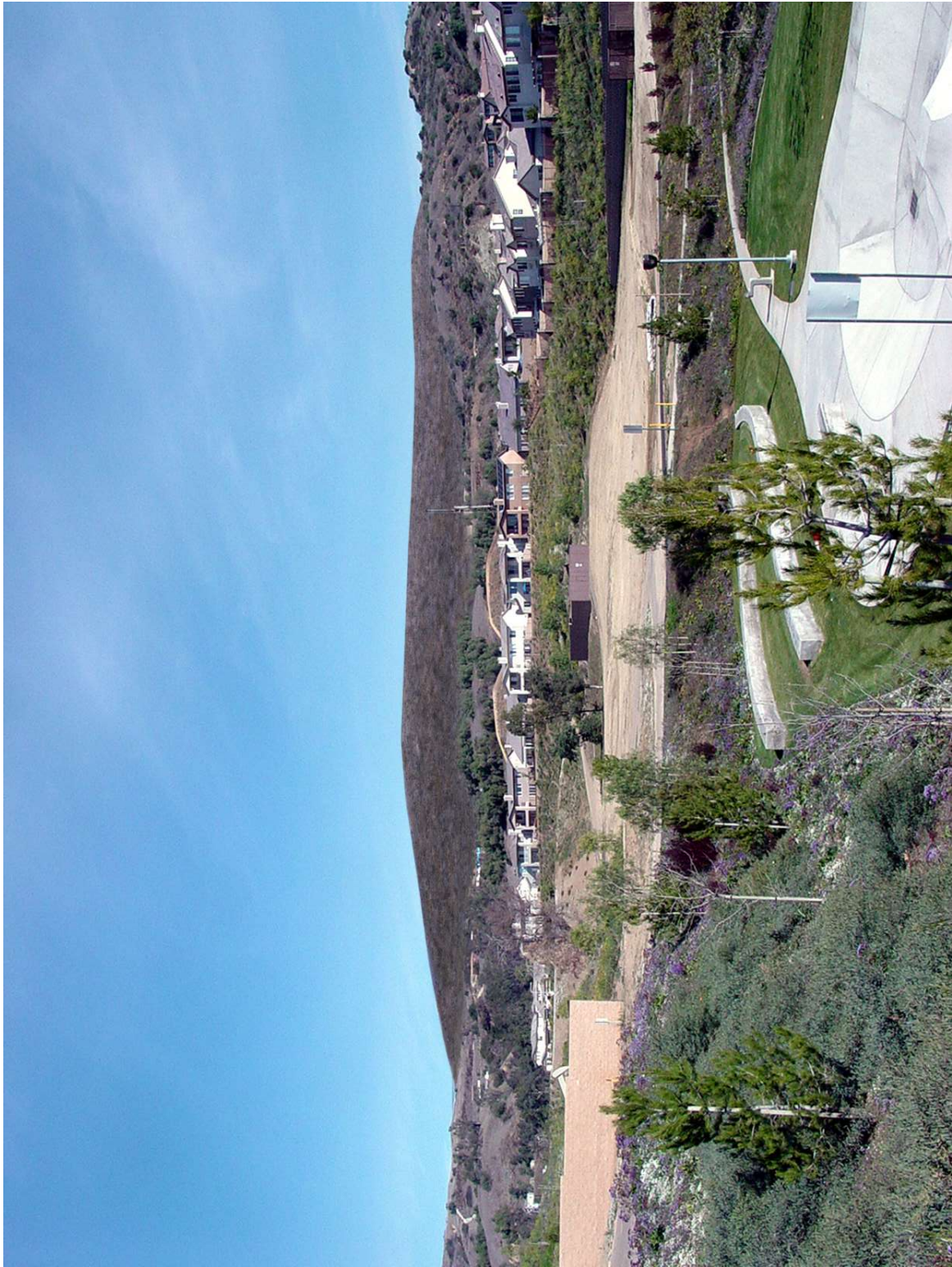




View 2. From Carbon Canyon Regional Park looking northwest toward the Landfill.

Source: P&D Consultants, Inc. (2004).

Page 2 of 2 **Figure 5.8-3**
Existing Views



Visual Simulation 1A - Permitted (1300 foot) Landfill from north of Carbon Canyon Road looking north.

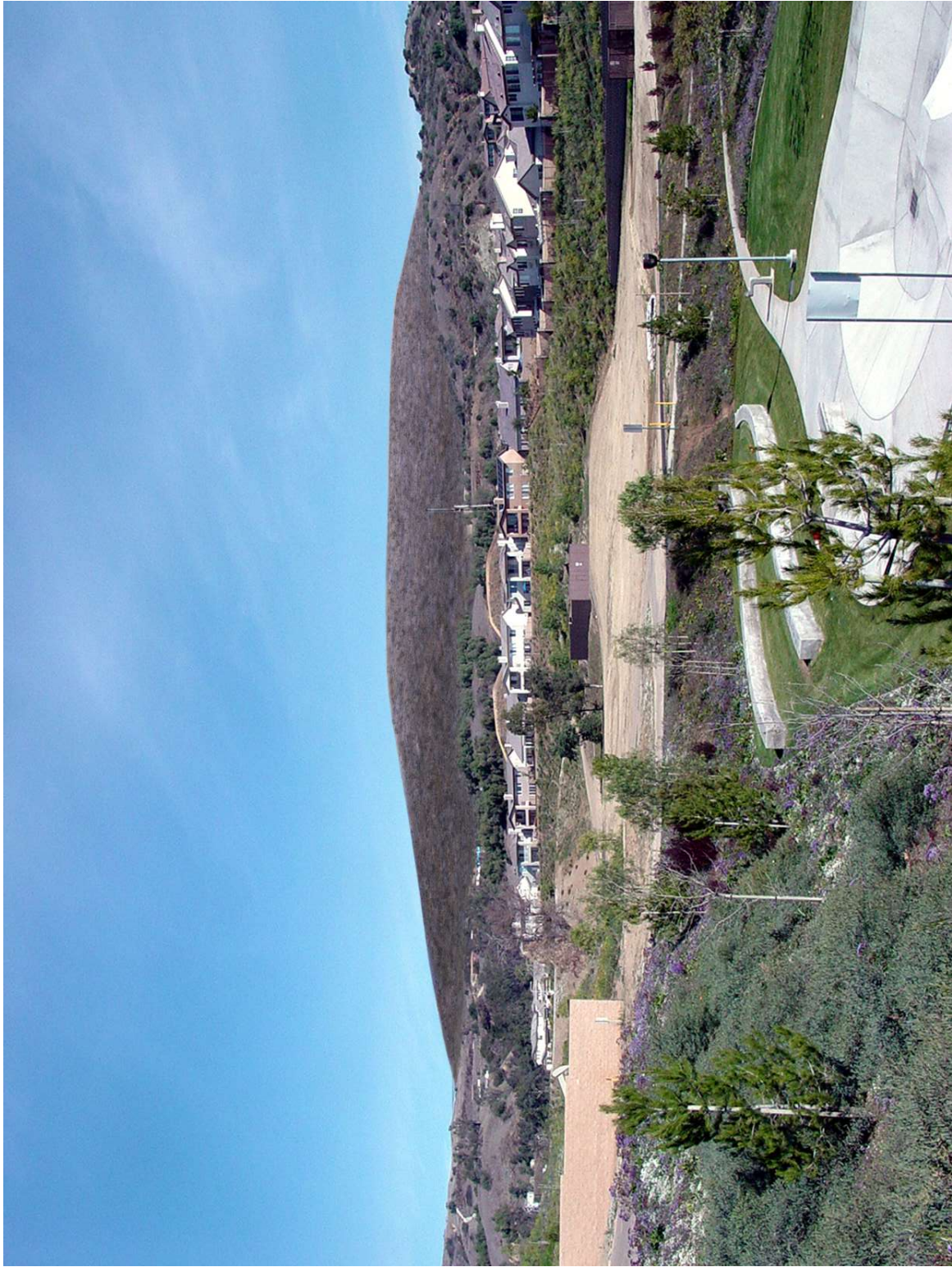
Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 1 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants

RELOOC Strategic Plan - Olinda Alpha Landfill Implementation

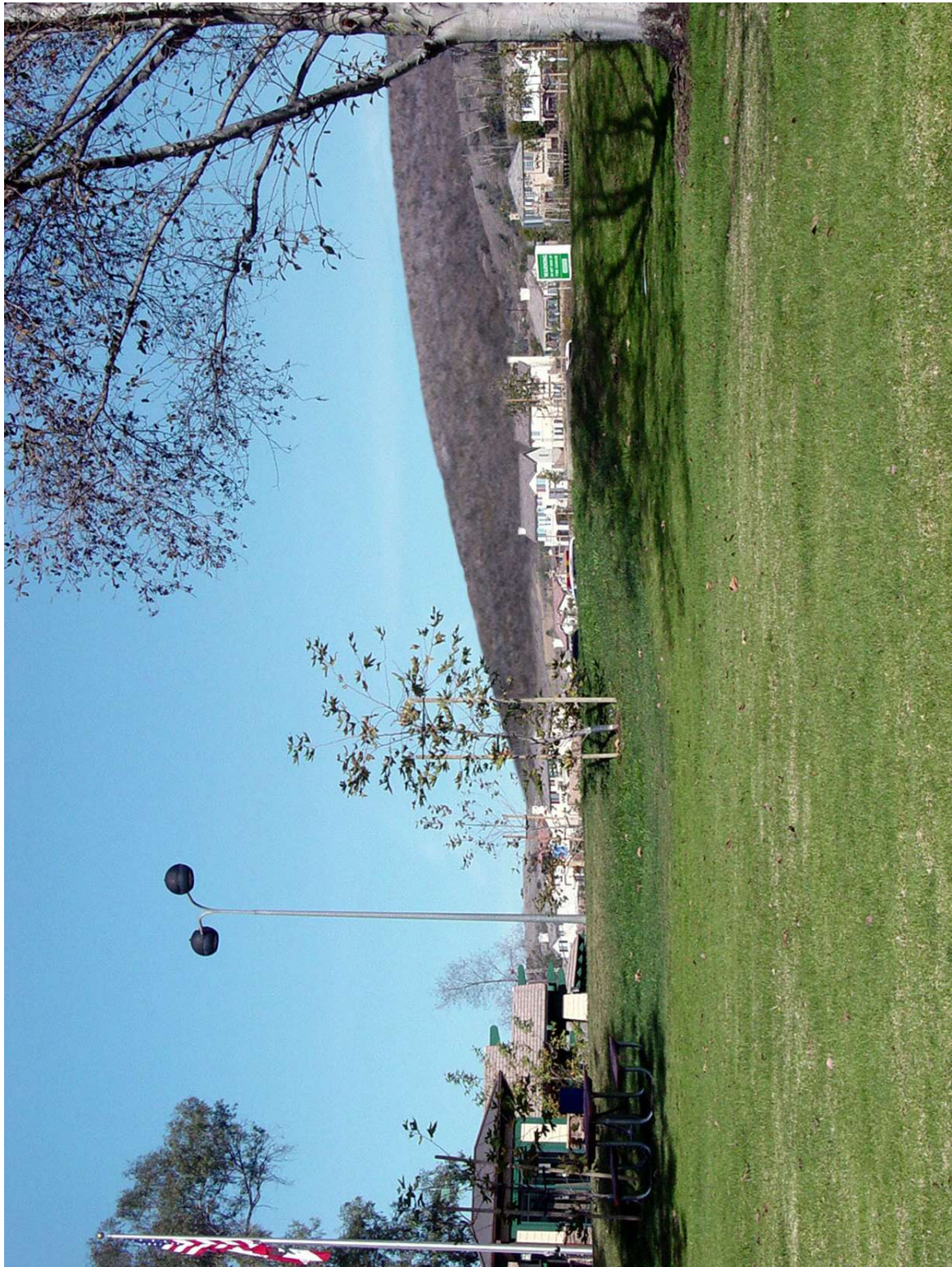


Visual Simulation 1B - Proposed (1415 foot) Landfill from north of Carbon Canyon Road looking north.

Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 2 of 4 **Figure 5.8-4**
Visual Simulations





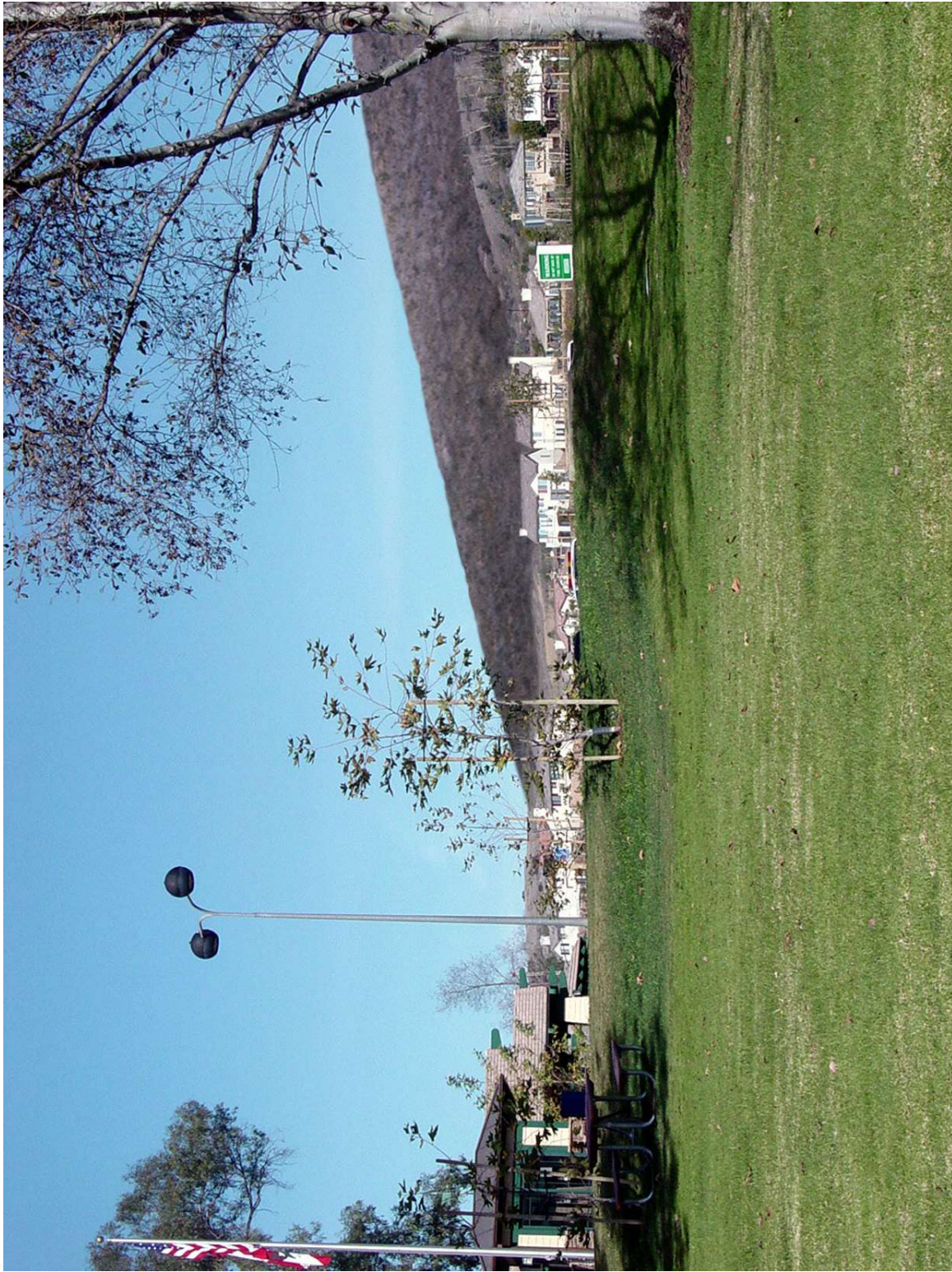
Visual Simulation 2A - Permitted (1300 foot) Landfill from Carbon Canyon Regional Park looking northwest.

Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 3 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants



Visual Simulation 2B - Proposed (1415 foot) Landfill from Carbon Canyon Regional Park looking northwest.

Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 4 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants

RELOOC Strategic Plan - Olinda Alpha Landfill Implementation



City of Anaheim
PLANNING DEPARTMENT

August 4, 2004

R4

Ray Hull, Project Manager
County of Orange
Integrated Waste Management Department
320 North Flower Street, Suite 400
Santa Ana, CA 92703

VIA E-MAIL

**RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
RELOOC STRATEGIC PLAN-OLINDA ALPHA LANDFILL
IMPLEMENTATION**

Dear Mr. Hull:

Thank you for the opportunity to review and comment on the above-referenced document. The Public Works Department has reviewed and offers the following comments:

] R4-1

We request that the Mitigation Measures presented in the DEIR be incorporated in both the Final EIR and its associated Mitigation Monitoring Plan/Program.

] R4-2

In addition to Mitigation Measures 5.3.5 Hydrogeology and Water Quality and 5.4.5 Surface Water Hydrology, impacts shall be mitigated by development and implementation of a Water Quality Management Plan, which shall include adequate treatment controls for surface water quality concerns and shall be designed, constructed and maintained as required in Chapter 7 of the Orange County Drainage Area Management Plan.

] R4-3

Should you have any questions regarding this comment, please contact Keith Linker, Principal Civil Engineer, at (714) 765-6821.

] R4-4

Sincerely,

Justin R. Powers
Associate Planner

Attachments

cc: Louie Vecchione, Streets and Sanitation Manager
Keith Linker, Principal Civil Engineer
Tina Truebe, Streets and Sanitation Contract Compliance Specialist

R4 RESPONSES TO COMMENTS FROM THE CITY OF ANAHEIM DATED AUGUST 4, 2004

R4-1 Comment noted. No response necessary.

R4-2 Comment noted. No response necessary.

R4-3 The County of Orange IWMD will coordinate with the County of Orange Watershed and Coastal Resources Division regarding compliance with requirements of Chapter 7 of the Orange County Drainage Area Management Plan.

R4-4 Comment noted. No response necessary.



DEVELOPMENT SERVICES DEPARTMENT

303 West Commonwealth Avenue, Fullerton, California 92832-1775

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Fax • (714) 738-3110

Web site • www.ci.fullerton.ca.us

July 29, 2004

Linda Hagthrop
County of Orange
Integrated Waste Management Department
Office of Public Affairs
320 North Flower Street, Suite 400
Santa Ana, CA 92703

R5

Subject: Review of Environmental Documents for the Regional Landfill Options for Orange County Strategic Plan – Olinda Alpha Landfill Implementation – Draft EIR 588

Dear Ms. Hagthrop:

Thank you for giving us the opportunity to review the DEIR. As previously communicated in our response to the Notice of Preparation, we encourage the continued incorporation of waste reduction strategies into landfill operating procedures as referenced in DEIR Section 5.1.1.5.

R5-1

After reviewing the DEIR and Appendices, the City of Fullerton requests additional information to allow accurate evaluation of the proposed project in comparison with the alternatives. Specifically, this request is outlined below:

R5-2

The regulations of the CEQA Guidelines require that "an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly maintain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Further the Guidelines require that "the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project."

R5-3

ANALYSIS OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

DEIR Section 6.7 indicates that "the proposed project is the environmentally superior alternative" and presents Table 6-1 comparing the environmental impacts of all project alternatives.

R5-4

The City of Fullerton has the following specific comments regarding this comparison as it relates to the environmental parameters of transportation and circulation, air quality, and noise.

R5-5

Transportation and Circulation –

DEIR Table 6-1 identifies the three alternatives as having impacts that can be mitigated to a level of significance "2" and impacts that cannot be mitigated to a level of insignificance "3". The corresponding discussion of the impacts in Section 6.0 does not provide adequate information to support these conclusions. CEQA Guidelines require that "if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed."

R5-6

Air Quality –

DEIR Section 1.1.3.1 states that "it is anticipated that the truck trip reduction (approximately 100 trips per day) that occurs with the cessation of MSW importation at Olinda Alpha Landfill will offset the increase in truck trips required for the transport of cover material." Any difference in vehicle miles traveled for these trips should be incorporated into Table 5.C in Section 5.0 of the Air Quality Analysis in Appendix G.

R5-7

DEIR Section 1.1.4.1 states that "the proposed project would not result in any increase to either the maximum daily permitted tonnage or the annual average daily tonnage limits for this landfill." The DEIR also notes that under the proposed project, MSW importation would end in 2015. Any additional in-county waste truck trips as a result of the additional available capacity should be incorporated into Table 5.C in Section 5.0 of the Air Quality Analysis in Appendix G.

R5-8

DEIR Table 6-1 identifies the three alternatives as having impacts that can be mitigated to a level of significance "2" and impacts that cannot be mitigated to a level of insignificance "3". The corresponding discussion of the impacts in Section 6.0 does not provide adequate information to support these conclusions. CEQA Guidelines require that "if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed."

R5-9

DEIR Table 6-1 identifies the proposed project as having impacts on air quality that can be mitigated to a level of insignificance. DEIR Section 10 specifically states that "the proposed project will result in an unavoidable adverse air quality impact after mitigation as noted in the analysis in Section 5.0." Table 6-1 would be more accurately presented showing both impacts that can be mitigated to a level of insignificance "2" and impacts that cannot be mitigated to a level of insignificance "3".

R5-10

Section 5.0 of the Air Quality Analysis in Appendix G assumes long-term impacts of the three alternatives with no supporting analysis. An analysis identical to that prepared for the proposed project in Table 5.C should be prepared separating the existing operations from the incremental effects of the alternatives.

R5-11

Noise –

DEIR Table 6-1 identifies the three alternatives as having impacts that can be mitigated to a level of significance "2" and impacts that cannot be mitigated to a level of insignificance "3". The corresponding discussion of the impacts in Section 6.0 does not provide adequate information to support these conclusions. CEQA Guidelines require that "if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed." The Noise Impact Analysis in Appendix H indicates a "regional relocation" of the "noise and vibration associated with vehicles

R5-12

carrying municipal solid waste." It identifies no impacts that cannot be mitigated to a level of insignificance.

R5-12

ANALYSIS OF THE ALTERNATIVES TO MEET THE PROJECT OBJECTIVES

DEIR Section 1.1.5 identifies as one of the project objectives to "maintain adequate revenues and local control of waste disposal to provide consistent and reliable public rates and fees." DEIR Section 6.3.3 states that the No Project Alternative does not meet this objective due to the necessary MSW exportation out of the County landfill system. DEIR Sections 6.4.3 and 6.5.3 summarizing alternatives 2 and 3 appropriately do not indicate the failure of the alternatives to meet this objective as no MSW exportation out of the County landfill system is required under either of these alternatives. DEIR Table 6.2 would then seem to incorrectly indicate that alternatives 2 and 3 do not meet the project objective of maintaining adequate revenue and local control.

R5-13

If you should have questions regarding this response, please call me at (714) 738-6884.

R5-14

Sincerely,



Heather Sowers
Assistant Planner

Cc: Joel W. Rosen, AICP, Chief Planner

R5 RESPONSES TO COMMENTS FROM THE CITY OF FULLERTON DATED JULY 29, 2004

R5-1 Comment noted. No response necessary.

R5-2 Comment noted. No response necessary.

R5-3 Comment noted. No response necessary.

R5-4 Comment noted. No response necessary.

R5-5 Comment noted. Refer to responses to comments R5-6 to R5-13, below.

R5-6 As described in Section 6.0 of the DEIR, after 2013 all three alternatives would need to divert existing truck traffic serving the Olinda Alpha Landfill to other in-County and/or out-of-County landfills. After 2013, the truck traffic would have to travel a longer distance or more frequently to other alternative landfill locations to dispose of municipal solid waste (MSW) diverted from Olinda Alpha Landfill. The road system serving the alternative landfill locations would experience an increase in traffic which would then result in an increase to air quality and noise impacts. This is reflected in Table 6-1. However, because the exact truck travel routes to alternative landfill locations are undefined at this time, these impacts cannot be quantified and as such, they are identified as 2/3. In addition, the environmental parameters and associated impacts discussed under the proposed project were also discussed for each of the alternatives in Section 6.0.

R5-7 There are approximately 98 daily vehicle trips (one way) associated with soil importation with an average trip length of nine miles. The soil importation trips were assumed to occur in-county with an average trip length of nine miles. This equates to 882 daily vehicle miles traveled (VMT). It should be noted that these 98 daily vehicle trips will occur once importation of MSW ceases in 2015. There are approximately 100 out-of-county (importation of MSW) trips on a daily basis to the landfill with an average trip length of 30 miles. The out-of-county trip lengths were based on the IWMD's Management of High Tonnage Days analysis. This equates to 3,000 daily VMT. Consequently the 3,000 VMT associated with out-of-county importation of MSW is greater than the 882 VMT associated with soil hauling. Because VMT associated with the out-of-county haul trips were higher than the soil importation trips, air pollutant emissions associated travel emissions from the out-of-county haul trips would likewise be higher as compared to the emissions associated with soil hauling.

The VMT associated with both soil importation and out-of-county importation trips were evaluated qualitatively. Use of a net difference in emissions and VMT due to the cessation of the out-of-county trips and start of soil importation, as requested by the commenter, would not have produced a worst-case analysis in terms of maximum air pollutant generation from project activities and, as such, was not used. To obtain a worst-case analysis, emissions associated with out-of-county trips, which are higher than

emissions associated with soil importation, were incorporated into Table 5.C in Section 5.0 of the air quality technical analysis.

- R5-8 The analysis of air quality impacts associated with emissions from waste haul trips were evaluated based on a worst-case approach. In light of this, the analysis included out-of-county importation trips and not the in-county trips that would replace them after importation ceases in 2015. Out-of-county importation trips are longer (average 30 miles) as compared to in-county trips and because of this would generate more air pollutant emissions than shorter in-county vehicle trips. As such, the emissions inventory included in DEIR Section 1.1.4.1 represents the worst-case approach as recommended by the South Coast Air Quality Management District (SCAQMD).
- R5-9 Comment noted. Refer to response to comment R5-6, above.
- R5-10 As described in Section 5.6 (Air Quality), construction and operation of the proposed project will result in unavoidable significant adverse impacts related to air quality after mitigation. Table 6-1 on page 6-22 of the DEIR is corrected by reference to read: “3” instead of “2.”
- R5-11 As described in Section 5.0 of Appendix G, all three alternatives would result in the need to divert waste/refuse trucks trips to other in-County or out-of-County landfills, therefore increasing the total daily vehicle miles traveled by these trucks. It is known that vehicle emissions are partly proportional to the vehicle miles traveled (VMT), so higher VMT would result in higher vehicle emissions. Therefore, long term air quality impacts for the alternatives would be worse than for the proposed project and would be negative for the region. The exact truck routes to divert waste/refuse to alternative landfill locations are undefined at this time, but the relationship between VMT and vehicle emissions is known. Under the CEQA, alternatives do not have to be analyzed at the same level of detail as the proposed project, but CEQA does require meaningful detail in the discussion of alternatives. This detail is provided in Section 6.0 of the DEIR.
- R5-12 As described in Section 6.0, all three alternatives have the potential for increased noise impacts on sensitive receptors located along the travel routes of trucks hauling MSW to other in-County and out-of-County landfills after Olinda Alpha Landfill closes in 2013. The destinations and routes of travel for diverted MSW subsequent to the closure of Olinda Alpha Landfill is speculative. The potential for these impacts to occur would be dependent on the routes traveled (unknown at this time) by these trucks in Orange County and/or on the routes to out-of-County landfills and therefore, impacts from these alternatives are identified as 2/3. In addition, noise associated with on-site construction and landfill operations would cease to occur at Olinda Alpha Landfill after 2013 but would increase at alternative landfills accepting the diverted MSW.

The discussion in Appendix H regarding noise impact analysis states “Regionally, noise and vibration associated with vehicles carrying municipal solid waste would be relocated along routes to other landfills accepting municipal solid waste that was previously destined for Olinda Alpha Landfill.” Therefore, the potential for these adverse impacts to

occur would be dependent on the routes traveled (unknown at this time) by these trucks in County and/or on the routes to out-of-County landfills. Therefore, these alternatives are identified as 2/3.

R5-13 The following discussion is added by reference to page 6-23 of the DEIR to clarify which objectives may be met by alternatives 2 and 3. Table 6-2 will be revised to identify alternatives 2 and 3 as being able to meet the fourth objective “Maintaining adequate revenue and local control of waste disposal to provide consistent and reliable public rates and fees.”

R5-14 Comment noted. No response necessary.

BUSINESSES, GROUPS AND ORGANIZATIONS

HILLS FOR EVERYONE

B1

*Southern California comes
together at the Puente-Chino Hills*



Los Angeles County
Orange County
Riverside County
San Bernardino County

July 31, 2004

Ray Hull
County of Orange,
IWMD
320 North Flower Street, Suite 400
Santa Ana, CA 92703

**Re: Draft Environmental Impact Report (DEIR) for the RELOOC Strategic Plan
Implementation-Olinda Alpha Landfill Implementation, SCH #2004011055**

Dear Mr. Hull:

Hills For Everyone provides the following comments on the aforementioned project. We are a non-profit organization whose mission is to protect, preserve, and restore the environmental resources and natural environs of the Puente-Chino Hills and surrounding areas for the enjoyment of current and succeeding generations and to initiate, sponsor, promote, organize, and carry out plans, programs, and activities that will tend to favor these ends.

B1-1

As you are aware, regional efforts to save the Puente-Chino Hills have been underway for 25 years. In the western Puente Hills, 4,000 acres have been purchased as open space, while 13,000 acres have been established as permanent open space within Chino Hills State Park. Well over \$200 million dollars in private and public funds have been invested in these efforts. This hillside system then connects to the Coal Canyon Ecological Reserve, the Cleveland National Forest and the Irvine Company dedication below the Riverside (91) freeway. (See enclosed map)

As described in the DEIR, the County proposes to extend the life of the landfill from 2013 to 2021 and expand the landfill vertically 115 feet and horizontally to encompass 33 acres within the County's current landfill property.

B1-2

The continued operation of the landfill beyond 2013 will result in significant impacts to the ecosystem and the community. In summary, we:

- Do not support expansion and extension of the Olinda Alpha Landfill;
- Recognize that due to economic and political realities, landfills do not close until they reach capacity;

B1-3

- Support establishment of a mitigation fund for acquisition of open space and other appropriate measures related to landfill impacts on the surrounding natural protected lands;
- Oppose further acquisition of land at Olinda Landfill by Orange County Integrated Waste Management beyond the current ownership for future use as landfill borrow or fill sites;
- Oppose a new access road in Tonner Canyon as duplicative, economically wasteful and irreparably damaging to the long term bipartisan regional effort to protect the remaining undeveloped hills;
- Believe adequate mitigation must be negotiated to cope with the negative impacts of hosting a landfill;
- Support increased mitigation measures such as hardscape (e.g. sound walls) and softscape (e.g. water features like a "babbling brook" often used in apartment complexes near freeways to eclipse traffic noise) along Valencia Avenue;
- Support increased enforcement for trash truck impacts along Valencia Avenue;
- Support elimination of self haulers to reduce truck traffic;
- Support later hours for landfill operation on Saturday;
- Support deadline for use of reduced emission vehicles hauling trash.

B1-4

B1-5

B1-6

B1-7

B1-8

B1-9

B1-10

B1-11

B1-12

A tipping fee should be established based on percentage rather than a flat rate prior to finalizing negotiations for the extension. The funds should be used to acquire and/or restore land in the Puente-Chino Hills to help offset significant impacts to this ecosystem and the delayed opening of the Olinda (Landfill) Wilderness Park scheduled to be completed at the close of operations.

B1-13

It is unclear where soil and fill material will come from. Further clarification is necessary to ensure that appropriate soil and fill material is used so as not to compromise the integrity of the neighboring ecosystem and present unknown impacts to the community.

B1-14

A plant palette should be developed for use when replacing and/or installing plants in cooperation with the California Department of Parks and Recreation, Inland Empire District (State Parks), (951) 657-0676.

B1-15

Mitigation Measures

H-2, dealing with drainage, should be clearly defined in order to avoid off-site impacts, especially to current and/or future habitat areas.

B1-16

As identified in H-4, "adhering" to requirements imposed by regulatory agencies hardly counts as an effort toward resolving drainage impacts.

B1-17

H-6 should be expanded to include areas off-site that may be impacted by erosion.

B1-18

T-1 and T-2 should include provisions to add a Class 1 bike lane from Imperial Highway to Carbon Canyon Road on Valencia Avenue. This stretch of road is currently a hazard for cyclists due to trash trucks. A Class 1 bike lane would help in buffering cyclists and pedestrians from trash trucks. Additionally, adequate signage should be installed directing potential bike route users to this new amenity.

B1-19

AQ-1a (SCAQMD) should provide for more certain time frames for revegetation of disturbed areas. The plant palette should consist of local natives coordinated with State Parks, as previously mentioned.

B1-20

AS-1, B-1 should include provisions to coordinate with State Parks and other trustee agencies to develop a plant palette consisting of local natives.

C-1 should include a provision to coordinate with State Parks on the preservation of cultural artifacts at the planned Chino Hills State Park Visitor Center in Carbon Canyon.

B1-21

B-1, B-2 should include provisions that indicate if no area on-site is appropriate, then an off-site area within Chino Hills State Park should be used for revegetation.

B1-22

Again, thank you for the opportunity to comment. Please include us on a mailing list for distribution of all future materials regarding this project.

B1-23

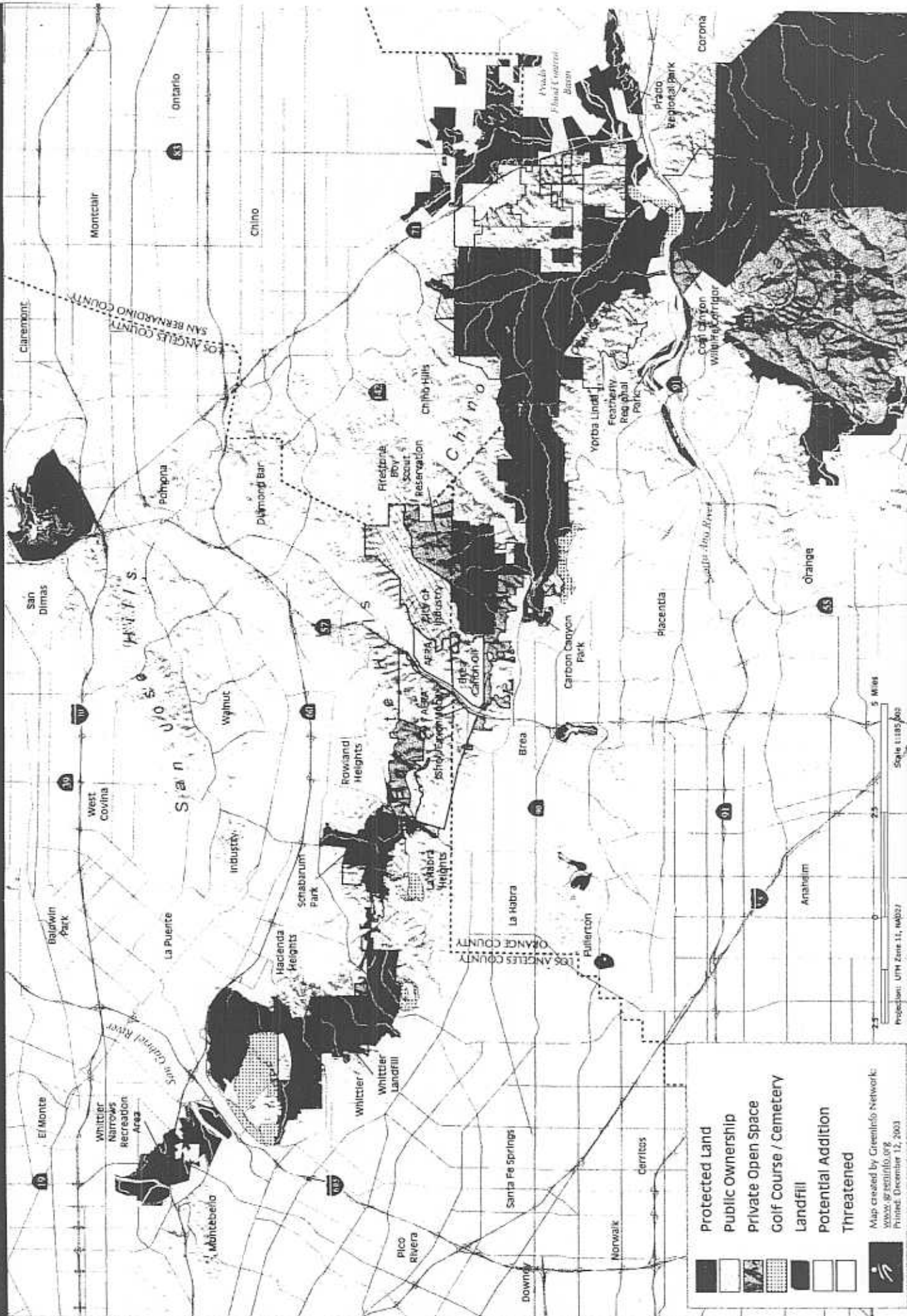
Sincerely,



Claire Schlotterbeck
Executive Director

Enclosure

Open Space in the Puente-Chino Hills Wildlife Corridor



	Protected Land
	Public Ownership
	Private Open Space
	Golf Course / Cemetery
	Landfill
	Potential Addition
	Threatened

Map created by GreenInfo Network:
www.greeninfo.org
 Printed: December 12, 2003

Scale: 1:100,000
 Projection: UTM Zone 11, NAD83

B1 RESPONSES TO COMMENTS FROM HILLS FOR EVERYONE DATED JULY 31, 2004

- B1-1 Comments noted. No response necessary.
- B1-2 Comments noted. No response necessary.
- B1-3 Comments noted. No response necessary.
- B1-4 Comments noted. Refer to response to comment S4-12, earlier in this Responses to Comments Report.
- B1-5 Comments noted. Refer to response to comment S5-11, earlier in this Responses to Comments Report.
- B1-6 Comment noted. Refer to response to comment S5-16, earlier in this Responses to Comments Report.
- B1-7 Comments noted. Refer to response to comment S5-12, earlier in this Responses to Comments Report.
- B1-8 Refer to mitigation measure N-5 in Section 5.7 (Noise) which addresses potential noise impacts along Valencia Avenue. Softscape features are not typically provided along roads but may, as noted in the comment, be provided with in developed areas to provide white or background noise. No softscape features are proposed as part of the mitigation for the proposed project.
- B1-9 Comments noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report.
- B1-10 Comments noted. Refer to response to comment S5-15, earlier in this Responses to Comments Report.
- B1-11 The hours of operation for the Olinda Alpha Landfill were established in response to the City of Brea's request to ease transportation congestion during peak hours. Current hours of operation are not proposed for change.
- B1-12 South Coast Air Quality Management District (SCAQMD) establishes emission rates for trash trucks and other vehicles. It is presently studying new rules. If such rules are adopted, they will apply to trucks going to Olinda Alpha Landfill. IWMD supports the SCAQMD's efforts to reduce emissions, and will comply with relevant rules, but it has no role in setting emission levels for trucks.
- B1-13 Comment noted. Refer to responses to comments S4-4, S4-12 and S4-14, earlier in this Responses to Comments Report.

- B1-14 Comments noted. Refer to response to comment S5-17, earlier in this Responses to Comments Report.
- B1-15 Comments noted. Refer to response to comment S5-18, earlier in this Responses to Comments Report.
- B1-16 Comments noted. Refer to response to comment S5-20, earlier in this Responses to Comments Report.
- B1-17 A substantial part of the NPDES permit is related to the definition and implementation of the Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs) that are required to manage and control stormwater drainage on the landfill site. Measure H-4 indicates the IWMD's continued commitment, as part of the proposed expansion, to develop and implement the required SWPPP and BMPs, consistent with the existing NPDES permit and any permit modifications as part of the proposed project, to avoid and/or reduce adverse water quality impacts associated with the proposed project. This measure is included to document that the expanded landfill will comply with the NPDES permit conditions which address potential surface water quality impacts of the proposed project.
- B1-18 Comments noted. Refer to response to comment S5-21, earlier in this Responses to Comments Report.
- B1-19 Comments noted. Refer to response to comment S5-22, earlier in this Responses to Comments Report.
- B1-20 Comments noted. AQ-1 has no relation to revegetation. Refer to response to comment S5-23, earlier in this Responses to Comments Report, regarding AS-1 and B-1.
- B1-21 Comments noted. Refer to response to comment S5-24, earlier in this Responses to Comments Report.
- B1-22 Comments noted. Refer to response to comment S5-25, earlier in this Responses to Comments Report.
- B1-23 Comments noted. No response necessary.

GENERAL PUBLIC

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]
Sent: Wednesday, June 30, 2004 8:23 AM
To: Freeman, Roger; Richmond, Bob; Arnau, John; Flores, Jerry; Christine Arbogast (E-mail)
Cc: McClanahan, Suzanne; Goss, Jan; Lowry, Dave
Subject: FW: Olinda Alpha Landfill Expansion

P1

Comments on RELOOC Draft EIR 588 received from Warren Collier at SaveBrea.org.

-----Original Message-----

From: Amirhosseini, Susan On Behalf Of OAL, RELOOC
Sent: Wednesday, June 30, 2004 8:02 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

Forwarding message received in the RELOOC in box.

-----Original Message-----

From: Warren Collier [mailto:collier@mac.com]
Sent: Tuesday, June 29, 2004 8:52 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

P1-1

If the vertical expansion is approved and the size of the usable area (the cap of the landfill) of the Regional Park is reduced, the MOU must allow for mitigation that will re-locate the lost acreage, acre for acre, to a new park within the city of Brea. Also, there cannot be any loss of facilities or activities from this park because of its reduction in size.

P1-2

The DEIR also does not provide a slope stability report on the landfill expansion, and puts the health and safety of the residents who live below the landfill and the workers at the landfill in danger. The DEIR clearly points out that "assumptions" were used to create this report based on a past project that only studied the height of the landfill to 1,300 feet. This project will add millions of tons of waste to landfill and apply additional pressures on the foundations and buttress holding back the fill to the height of 1,400 feet. A major earthquake could break the south buttress and trigger a landslide, and the south face of the landfill sits along the Whittier fault line.

P1-3

The Final EIR must contain the actual project slope stability report based on the proposed project, and not previous assumptions to ensure the safety of homeowners and workers in the area. A draft report must be completed and circulated to the public before its inclusion into the final EIR. If safe slope stability cannot be obtained, then this project cannot proceed, and that is why it must be included in the final EIR.

P1-4

As for the dump truck traffic going to the landfill through Brea's city streets, the DEIR completely disregards the resident's demands to have it removed! Numerous residents through letters and comments at the public scoping meeting, suggested a western access road alternative. The DEIR looked at the Tonner Canyon Road option, giving us a four-page explanation why it couldn't be done based on other projects, and did not look at any other alternatives to eliminate landfill traffic. This shows that IWMD has NO desire to change the access road. If landfill traffic is not removed from the core of Brea, this project should NOT be done! These trucks are noisy, dangerous, and smelly, they destroy the aesthetics of our city, and add congestion to our roads. Many people are worried that someday a person will get killed by one of these garbage trucks.

P1-5

The final EIR must contain an actual study of a western access road to the landfill because Breans have asked for it. It is the least that IWMD can do regardless of if this road is built or not. This road should be designed to only last as long as the landfill is operational, and should be a private access road that is environmentally sensitive. This study must account for the cost of this road and it must not be bloated or outrageous.

P1-6

Thank you for your time. Go to SaveBrea.ORG for more info!

Sincerely,

Warren Collier
3680 Skylark Way
Brea, CA 92823

714-961-6896

P1 RESPONSES TO COMMENTS FROM WARREN COLLIER DATED JUNE 29, 2004

P1-1 The future Olinda Regional Park is not being taken back. To date, no specific acreage for the future regional park on the Olinda Alpha Landfill property has been designated. No specific uses for this park, other than its identification as a passive use park following closure of the landfill, have been identified at this time. The County of Orange Resources and Development Management Department/Harbors, Beaches and Parks (RDMD/HBP) provides administrative, planning and operational services for the County regional recreation facilities system, including regional parks. Funding for RDMD/HBP is provided primarily from a percentage of property tax revenues dedicated to the regional recreation system. RDMD/HBP Capital Project funds are allocated within its Five-Year Capital Plan and annual HBP Fund budget. RDMD/HBP capital funding is very limited at this time and for the foreseeable future due to reductions in prior levels of RDMD/HBP annual property tax funding by actions of the state Legislature: by \$4.5 million in 1992, by \$4.0 million in 1996 (for 20 years), both amounts also increasing each year by county property assessed valuation increases, and in adopting the State's FY 2004/05 budget, by an added \$3.6 million for each of the next two fiscal years. These losses of previous annual funding levels have resulted in capital project funding being limited almost exclusively to the availability of grant funding from non-County sources.

The Five-Year Capital Plan is updated annually. County regional park programs and construction of other potential recreational improvements are identified and budgeted annually according to the Five-Year Capital Plan. Olinda Alpha Landfill is currently designated on the County Master Plan of Regional Recreational Facilities as a proposed regional park. The Five-Year Capital Plan is presented to the County Executive Office for approval as part of the County's annual budget and financial planning process. The Olinda Alpha Landfill does not appear in the current (or any past) HBP Five-Year Capital Plan for the dual reasons that it will not be available for conversion to a regional park within the next five years and that there is no capital funding available for the creation of a new regional park.

County regional parks are designed for passive, open space use; in contrast, urban community parks provide for active recreational uses. If the needs assessment for a regional park indicates that active recreational programs and facilities are needed over and above those traditionally provided by the County regional park system, the local municipality park and recreational planning authority (e.g. city) and its processes may be afforded the opportunity to use a portion of a County regional park for local recreation purposes if the city is interested in funding and implementing such facilities/programs. The primary goal of the County Regional Recreational Park programs is to accommodate Orange County's regional recreational needs.

As examples, the County has provided rent-free leased land to cities for active community uses within regional parklands (e.g. Mile Square Park in Fountain Valley and

Yorba Regional Park in Yorba Linda), with the local municipalities providing the capital project expense, programming and operations of these facilities.

The IWMD will begin preparation of a Final Closure and Post-Closure Maintenance Plan approximately five years prior to the cessation of waste acceptance at Olinda Alpha Landfill. These documents will be submitted to the CIWMB two years prior to the planned landfill closure as required per CCR, Title 27. The Closure Plan, indicating final end use, must be approved by regulatory agencies prior to initiation of landfill closure activities. During the five-year period prior to the last date of waste acceptance, the RDMD/HBP will consider including the Olinda Regional Park in its Five-Year Capital Plan, subject to available funding and other competing needs. If funded, the process will involve a needs analysis for regional and, as appropriate, local uses undertaken in cooperation with adjacent cities and interest groups. A definitive cost study will also be conducted as part of this process once the proposed uses are established.

The original March 10, 1992 Memorandum of Understanding (MOU) between the County of Orange and the City of Brea for expansion of the Olinda Alpha Landfill in accordance with NOCLATS EIR 523 required the establishment of "temporary park uses on non-operating areas of the Olinda/Olinda Alpha Landfill so long as the safety of the public and landfill operations can be maintained." (Section F). This section of the MOU also required that the County "prepare a General Development Plan for ultimate recreational uses" following closure of the landfill. A Community Advisory Committee (CAC) was established to meet with the County. The CAC provided the County and City with input on desired active park uses for the landfill at public workshops.

Ultimately, the County determined that joint activities of landfill and temporary public park use were not possible due to public safety considerations. However, there is no change in the policy commitment by the County and the City to the development of the park. The City and County entered into negotiations resulting in the 2nd and 3rd Amendments to the MOU. These Amendments provided for City development of an off-site sports park prior to landfill closure in lieu of active park use on the landfill after closure. Funds have been provided to the City by the County for development of the City's sports park as follows:

- \$4.0 Million – Property Acquisition
- \$1.5 Million – Planning and Design
- \$3.9 Million - Construction

\$9.4 Million – Total funds provided to City of Brea for Sports Park

MOU Amendment Number 3, Paragraph F.1.b also states that the County will redesign the Olinda Regional Park as a Natural Regional Park.

As a result of these negotiations between the County and the City regarding the sports park, in August 2002, the City of Brea prepared an Environmental Impact Report for the development of a new sports park located immediately northwest of the intersection of

Valencia Avenue and Birch Street. The City of Brea subsequently approved this project in November 2002. Construction of the new sports park is anticipated to occur in the near future.

P1-2 Opinion noted. Refer to response to comment P1-1, above.

P1-3 Appendix L in the DEIR contains the “Slope Stability Evaluation of Proposed Lateral/Vertical Expansion Olinda Alpha Landfill” (GeoLogic Associates, May 11, 2004) which is discussed in the Section 5.2 of the DEIR. As identified in Section 5.2.6, potential impacts related to geology and soils will be less than significant with the implementation of the identified mitigation measures.

Data from the past project were used for the current analyses (see DEIR pg. 5.2.7, where it states: "Engineering analyses of proposed cut and fill slopes and final landfill slopes were performed using engineering data obtained during previous landfill development investigations". The only assumptions stated in the Slope Stability Evaluation (DEIR Appendix L) were the worst-case assumptions concerning geometrics of the critical claystone beds on the site. Future, design-level investigations and analyses could, in fact, determine that these assumptions were overly conservative. Section 5.2.5 of the DEIR makes reference to such future investigations and analyses to verify these assumptions.

Recent analyses conducted for the lateral/vertical expansion determined that potential seismic displacements for the highest, southern facing slope of the vertical expansion during the Maximum Credible Earthquake were less than one inch, well within acceptable limits (see Attachment 2 of DEIR Appendix L).

P1-4 As stated above, DEIR Appendix L contains a slope stability report. This report was based on the proposed project, and the only assumptions made were worst-case assumptions.

P1-5 As discussed in detail in Section 2.3.3 in the DEIR, the use of an extension of Tonner Canyon Road as an access route to Olinda Alpha Landfill is not proposed as part of the landfill expansion plan. Access to the landfill under the proposed expansion plan will continue to be via existing Valencia Avenue. The Tonner Canyon extension as shown in the Orange County Transportation Authority Master Plan of Arterial Highways (MPAH) and the City of Brea Master Plan of Roadways (MPR) is proposed for deletion from the MPAH and the MPR as requested by the City. In 1994, the County of Orange completed the “Project Report and Preliminary Summary of Environmental Impacts, Landfill Access Road Alternatives, Olinda/Olinda Alpha Landfill Vertical Expansion Project” which evaluated four landfill access alternatives and concluded that Valencia Avenue is the environmentally superior and preferred alternative for access to the landfill. Improvements to Valencia Avenue constructed since 1997 provide the necessary capacity on Valencia Avenue to adequately serve the landfill. The County Board of Supervisors approval of the Tonner Canyon Planned Community in 2002 did not include an extension

of Tonner Canyon Road. For these reasons, the proposed expansion project at Olinda Alpha Landfill does not include any project components or analysis related to extension of Tonner Canyon Road or the use of Tonner Canyon Road for access to the landfill through the life of this project.

P1-6 Comment noted. Refer to response to comment P1-5, above.

FW: Dump the Trucks at OAL!

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]
Sent: Monday, July 19, 2004 1:28 PM
To: Freeman, Roger; Richmond, Bob; Arnau, John; Christine Arbogast (E-mail); Flores, Jerry
Cc: McClanahan, Suzanne; Hall, Robin; Lowry, Dave; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P2

Ray Hull
Manager, Strategic Projects
Integrated Waste Management Department
Phone (714) 834-7202
Fax (714) 834-4057
ray.hull@iwmd.ocgov.com

-----Original Message-----

From: Amirhosseini, Susan On Behalf Of OAL, RELOOC
Sent: Monday, July 19, 2004 8:00 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: jayanthi iyengar [mailto:Jiyengars@hotmail.com]
Sent: Sunday, July 18, 2004 7:36 AM
Subject: Dump the Trucks at OAL!

Tucks have started going to the dump site b4 the 6.00 am time. On Saturdays it would be great if the timing be pushed back to 8 am for that would let the residents of Brea have a peaceful weekend morning a privelege robbed from us on the weekdays. That would really show how much the city council cares for its residents. P2-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill. P2-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished. P2-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built. P2-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994. P2-5

Sincerely,

Jayanthi Iyengar
3627 Sandpiper Way
Brea, CA 92823

714-993-7869

P2 RESPONSES TO COMMENTS FROM JAYANTHI IYENGAR DATED JULY 18, 2004

- P2-1 Comment noted. The hours of operation for the Olinda Alpha Landfill were established in response to the City of Brea's request to ease transportation congestion during peak hours. Current hours of operation are not proposed for change.
- P2-2 Opinion noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.
- P2-3 As discussed in Section 5.5 (Transportation and Circulation) of the DEIR, the only intersections that would experience traffic impacts are Imperial Highway and Valencia Avenue and Imperial Highway and Kraemer Boulevard. Mitigation measures identified in Section 5.5.6 (Level of Significance After Mitigation) would mitigate the adverse traffic impacts of these intersections to below a level of significance.
- P2-4 As discussed in Section 5.6 (Air Quality) of the DEIR, landfill construction operations would generate emissions exceeding the SCAQMD daily construction emissions thresholds. Implementation of the identified mitigation measures would reduce the construction related emissions as required by SCAQMD, but project related PM₁₀ emissions would still exceed SCAQMD thresholds and would constitute a significant short term adverse impact on regional air quality. During landfill operations, the project would result in a continuation of emissions over a longer period of time which would exceed emissions thresholds for the operation of the proposed project. Mitigation measures would not result in reductions in emissions which would be below the SCAQMD operation phase thresholds. Consequently, the operational phase of the proposed project would result in significant adverse air quality impacts.

However, under the No Project Alternative, it should be understood that on-site equipment use at the other in-County and out-of-County landfills will be expected to be the same as those used for Olinda Alpha Landfill because quantities of municipal solid waste (MSW) that would still need to be disposed of after closure of Olinda Alpha Landfill will be the same. In addition, under the No Project Alternative, there would be a greater travel distance to transport MSW from the Olinda Alpha Landfill service area to other landfills which would result in a greater generation of air pollutant emissions. Therefore, the proposed project would have less air quality impacts than the No Project Alternative.

- P2-5 Comments noted. Refer to response to comment P1-1, earlier in this Response to Comments Report.

Flores, Jerry

From: Amirhosseini, Susan [Susan.Amirhosseini@iwmd.ocgov.com] on behalf of OAL, RELOOC [RELOOC-OAL@iwmd.ocgov.com]
Sent: Monday, July 19, 2004 10:55 AM
To: Hagthorp, Linda; Hull, Ray
Subject: FW: Wrong message was sent!

P3

-----Original Message-----

From: Tammy Martinez [mailto:tammymartinez@earthlink.net]
Sent: Monday, July 19, 2004 10:53 AM
To: OAL, RELOOC
Subject: Wrong message was sent!

Hello -

Hopefully you'll get this correction. I do not agree with the message below, I think the dump should stay open with access as it currently is. I think it's ridiculous for those homeowners to want these restrictions and changes. A new road would be an environmental disaster, moving the dump to another site in Orange County just adds trucks to another neighborhood and increases traffic somewhere else, and I don't want to incur higher fees.

] P3-1

The dump was there, the planned extension was in place - these homeowners bought homes under these conditions - live with it. No one was lied to, no one deceived - don't change the playing field now.

] P3-2

Thanks,
 Tammy Martinez
tammymartinez@earthlink.net

P3 RESPONSES TO COMMENTS FROM TAMMY MARTINEZ, DATED JULY 19, 2004

P3-1 Comment noted. No response necessary. Your comment will be forwarded to the decision makers.

P3-2 Comment noted. No response necessary. Your comment will be forwarded to the decision makers.

Flores, Jerry

From: Amirhosseini, Susan [Susan.Amirhosseini@iwmd.ocgov.com] on behalf of OAL, RELOOC [RELOOC-OAL@iwmd.ocgov.com]
Sent: Monday, July 19, 2004 7:59 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill

P4

-----Original Message-----

From: Terri Daxon [mailto:daxoncomm@earthlink.net]
Sent: Friday, July 16, 2004 1:22 PM
To: RELOOC-OAL@iwmd.ocgov.com
Subject: Olinda Alpha Landfill

I am in support of the needed extension and expansion of the Olinda Alpha Landfill. I am also very much against any plans to construct a road for trash haulers, or anyone else, through Tonner Canyon.

} P4-1

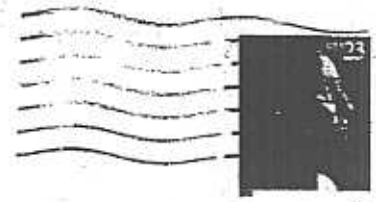
Sincerely,
Teresa B. Daxon
679 Buttonwood Dr
Brea

P4 RESPONSES TO COMMENTS FROM TERESA B. DAXON DATED JULY 19, 2004

P4-1 Comment noted. No response necessary. Your comment will be forwarded to the decision makers.

M. SCHLOTTERBECK
171 COZUMEL CT.
LAGUNA BEACH, CA

92651



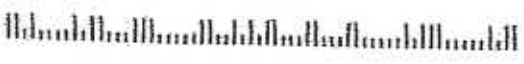
RECEIVED

JUL 28 2004

IMMAD

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

P5

92703+5000 

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.] P5-7
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.] P5-2
- I support establishment of a mitigation fund to buy open space in the Brea region.] P5-3
- I support increased traffic mitigation along Valencia Avenue.] P5-4

Name MELANIE SCHLOTTERBECK

Address 171 COZUMEL CT.

City LAGUNA BEACH E-Mail OCPARKBUILDER@YAHOO.COM

P5 RESPONSES TO COMMENTS FROM MELANIE SCHLOTTERBECK DATED JULY 28, 2004

P5-1 Comment noted. No response necessary. Your comment will be forwarded to the decision makers.

P5-2 Comment noted. Refer to Section 2.3.3 (Tonner Canyon Road) in the DEIR which indicates that the proposed project does not include the provision of an alternative access to the landfill via a new access road in Tonner Canyon. Your comment will be forwarded to the decision makers.

P5-3 Comment noted. Refer to response to comment S4-12 for discussion of the mitigation fund suggestion. The DEIR includes mitigation measures for all significant adverse impacts of the project, as summarized in Table 1-1. Your comment will be forwarded to the decision makers.

P5-4 Comments noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report. Your comment will be forwarded to the decision makers.

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]
Sent: Monday, August 02, 2004 10:19 AM
To: Flores, Jerry; Arbogast, Christine; Huard-Spencer, Christine
Cc: McClanahan, Suzanne; Hall, Robin; Freeman, Roger; Richmond, Bob; Arnau, John; Lowry, Dave
Subject: FW: Response to Olinda Landfill Expansion DEIR

P6

August 1st, 2004

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

Mr. Hull,

I would make the following observations regarding the DEIR on the Olinda Landfill Expansion:

- I support the Olinda Landfill expansion and extension] P6-1
-
- DEIR should update the information regarding the alternate access road to the landfill in Tonner Canyon] P6-2
-
- I support the use of mitigation funds for an alternate access road to the landfill in Tonner Canyon if the DEIR indicates that there is possible mitigation of most issues dealing with human life] P6-3
-
- I support increased traffic mitigation along Valencia] P6-4
-
- I support mitigation to reduce diesel fumes] P6-5
-
- I support reducing self-hauling from going to the landfill] P6-6
- I support resurfacing Valencia Avenue with a rubberized surface designed to dampen vibration and be quieter overall] P6-7
-
- I support building sound walls along housing tracts bordering Valencia, and add sound- and safety-barriers at the Sports Park and new school] P6-8
-
- I support establishing pedestrian safety zones at Valencia and Lambert/Birch and other primary intersections. Also at the Sports Park and new school] P6-9
-
- I support reducing traffic speeds on Valencia with strict enforcement; with funding coming from IWMD to pay for the added policing] P6-10
-
- I support adjusting Saturday operating hours, opening and closing one hour later] P6-11
-
- I oppose establishment of a mitigation fund to buy open space in the Brea region] P6-12

Ralph Heimann
1374 Quail Lane
Brea, CA 92821

714-529-0588

P6 RESPONSES TO COMMENTS FROM RALPH HEIMANN DATED AUGUST 1, 2004

- P6-1 Comment noted. No response necessary. Your comment will be forwarded to the decision makers.
- P6-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report and to Section 2.3.3 in the DEIR.
- P6-3 Comment noted. Refer to Section 2.3.3 (Tonner Canyon Road) in the DEIR which clearly indicates that the proposed project does not include the provision of an alternative access to the landfill via a new access road in Tonner Canyon.
- P6-4 Comment noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report. Your comment will be forwarded to the decision makers.
- P6-5 As identified in Section 5.6.6 (Level of Significance After Mitigation) of the DEIR, during the operational phase, the project would result in a continuation of emissions over a longer period of time which would exceed emissions thresholds for the operation of the proposed project. Mitigation measures would not result in reductions in emissions which would be below the SCAQMD operation phase thresholds. Your comment will be forwarded to the decision makers.
- P6-6 Comment noted. Refer to response to comment S5-15, earlier in this Responses to Comments Report. Your comment will be forwarded to the decision makers.
- P6-7 As identified in Section 5.7.5.2 (Traffic Noise Impacts) of the DEIR, mitigation measure N-5 could potentially include construction of sound walls adjacent to the affected residences and/or installation of rubberized asphalt concrete on Valencia Avenue north of Carbon Canyon Road. Your comment will be forwarded to the decision makers.
- P6-8 Comment noted. Refer to response P6-7 Your comment will be forwarded to the decision makers.
- P6-9 As discussed in Section 5.5 (Transportation and Circulation) of the DEIR, the only intersections that would experience traffic impacts are Imperial Highway and Valencia Avenue and Imperial Highway and Kraemer Boulevard. Mitigation measures identified in Section 5.5.6 (Level of Significance After Mitigation) would mitigate the adverse

traffic impacts of these intersections to below a level of significance. Your comment will be forwarded to the decision makers.

P6-10 Comment noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report. Your comment will be forwarded to the decision makers.

P6-11 Comment noted. Refer to response to comment S5-12, earlier in this Responses to Comments Report. Your comment will be forwarded to the decision makers.

P6-12 Comment noted. Refer to response to comment S5-14, earlier in this Responses to Comments Report. Your comment will be forwarded to the decision makers.

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]
Sent: Monday, August 02, 2004 10:20 AM
To: Flores, Jerry; Arbogast, Christine; Huard-Spencer, Christine
Cc: McClanahan, Suzanne; Hall, Robin; Freeman, Roger; Richmond, Bob; Arnau, John; Lowry, Dave
Subject: FW: Dump the Trucks at OAL!

P7

It used to be that I was primarily concerned about the traffic, but now other issues are have equalled the traffic concern. My children have been having respiratory problems this summer, I suspect that it might be from playing in our front yard which is only 200-300 feet from Valencia Avenue. When we are in our yard it constantly smells of exhaust. I have lived near a freeway before and this smells worse. My children have been experiencing difficulty taking deep breathes without wheezing. We have no history of asthma in our family.

P7-1

Valencia Avenue is the dirtiest street I have ever seen. There is constantly trash on it that falls off the trucks. This trash is not picked up, but is thrown onto medians or into the nearby open space where it is still visible from the road. This is also harmful to the environment as I saw a huge chunk of polystyrene sit in open space for two weeks and it is still there! No one in the public sector seems to notice or care about this very dirty street.

P7-2

On a weekly basis a hauler parks in my neighborhood. Whether it is to fix his truck or communicate with his company or to even eat lunch they park on Sandpiper or Partridge and a majority of the time let their truck idle while they conduct their business. This is dangerous to the small children who live on these streets in two ways. First, it is never safe to have a large truck driving through a residential neighborhood, especially one with small children playing in their yard. Second, the amount of exhaust wafting through the neighborhood and into our houses can choke children. My children gasp for breath after one of these incursions.

P7-3

I would also like to add that there have been incidents of truck drivers harassing female residents as they get their exercise on the jogging path along Valencia. The wolf whistles, crude comments and even pulling over to pursue an encounter are frightening and SHOULD NOT be occurring in a nice residential neighborhood such as Olinda Ranch. I have been approached and feared for my safety. I now no longer walk on Valencia, jogging path or no. Also when I see a hauler pull into our neighborhood I immediately escort my children inside our house fearing for our safety. It is sad that I don't even feel safe on my own street in broad daylight in a neighborhood of upper-middle class homes. This along with the concerns listed in the form letter below make me hope that somebody is listening will take positive action for the residents of Brea regarding the landfill.

P7-4

We would move, but we really cannot afford to and also this house was built for us. We picked out everything in it to make us, as a young family, happy. We knew about the landfill before we moved in and we knew it was supposed to close in 2013. It is much worse than anyone ever portrayed to us when we did our research pre-buy. This is not buyers remorse or ignorance on our part. This is simply that such traffic should never be allowed to go through any residential neighborhood.

P7-5

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

P7-6

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

P7-7

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

P7-8

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

P7-9

Sincerely,

Tina Johnson
660 Partridge Drive
Brea, CA 92823

714-961-1707

P7 RESPONSES TO COMMENTS FROM TINA JOHNSON DATED AUGUST 2, 2004

P7-1 Comment noted. As discussed in Section 5.6 (Air Quality) of the DEIR, the primary health risk from heavy duty trucks is diesel particulate exhaust. A screening level health risk analysis was conducted for existing and proposed residences along Valencia Avenue north of Carbon Canyon Road leading to the landfill property. The results of the screening level analysis show that existing and proposed residences along Valencia Avenue would be exposed to an unmitigated inhalation cancer risk of one to two in a million assuming a five year exposure period, which is lower than the ten in a million threshold. As further detailed in the Air Quality Technical Report, the risk of exposures was assessed in five year increments from five to 20 year exposures. With up to 20 years of exposure, the risk would go up to eight in a million, still below the ten in a million threshold. Exposures of less than 20 years would result in a risk of less than 8 in a million. Because the proposed project would extend the landfill operation by eight years (2013 to approximately 2021), no significant health risk would occur for existing and proposed residences along Valencia Avenue leading to the Olinda Alpha Landfill from landfill-related truck traffic.

In addition, a screening level health risk assessment was conducted for the on-site landfill gas (LFG) flare system and equipment exhaust. Based on the current landfill operations, the inhalation carcinogenic health risk was found to be less than one in a million at a distance of 500 feet. The closest existing or planned residences are more than 1,500 feet from the LFG flare system, and more than 4,200 feet from the future expansion area. This range of health risk is lower than the ten-in-a-million threshold recommended for residential uses.

Similarly, the screening level health risk assessment conducted for the on-site flare system and heavy-duty, diesel-driven equipment exhaust showed that the level of health risk is less than one in a million for all receptors with a distance of 500 feet or more from these activities. Because the closest existing and proposed residences are more than 1,590 feet from the flare system and more than 4,200 feet from the future expansion area, potential health risks for these residents would be small and less than significant.

P7-2 Comment noted. Caltrans is responsible for litter control on Valencia Avenue from Lambert/Carbon Canyon to Imperial. IWMD is responsible for Valencia Avenue north of Lambert/Carbon Canyon and has maintenance workers inspect and clean that part of the road on a daily basis. In addition, the City of Brea contracts to have the road swept once a week.

P7-3 Comment noted. Refer to response to comment P7-1, above. Refuse trucks are not allowed to park on Olinda Ranch streets. The City of Brea Police Department patrols the Olinda Ranch area on a daily basis.

P7-4 Comment noted. No response necessary.

- P7-5 Comment noted. No response necessary.
- P7-6 Comment noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.
- P7-7 Comment noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.
- P7-8 Comment noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.
- P7-9 Comment noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]

Sent: Monday, August 02, 2004 10:24 AM

To: Flores, Jerry; Arbogast, Christine; Huard-Spencer, Christine

Cc: McClanahan, Suzanne; Hall, Robin; Freeman, Roger; Richmond, Bob; Arnau, John; Lowry, Dave

Subject: FW: OC and Brea Resident's Written Comments on the Draft Environmental Impact Report (DEIR) for the proposed expansion of the Olinda Alpha Landfill

P8

Please include my opposition to a road in Tonner Canyon as part of the public record of the Draft Environmental Impact Report on the landfill expansion in Brea.

} P8-1

I am a resident of Brea. We Breans have long accepted trash truck traffic on Valencia leading to the landfill, and we can live with the consequences. Mitigation efforts have been responsible and reasonable, and for that we thank the county.

} P8-2

We do not want a road in Tonner Canyon, regardless of any new mitigation that may be proposed.

} P8-3

Tonner Canyon provides a unique opportunity for open space preservation, and to build a road would destroy that opportunity forever. Tonner Canyon is the last vital link joining huge and unique tracts of open space across several counties, leveraging the ownership and influence of state, county, and city entities that have spent decades with the clear intent of preserving open space for the good of everyone.

} P8-4

Additionally, a road in Tonner Canyon wastes millions of dollars of taxpayer money that was recently spent improving the current access route. It would jeopardize millions of potential private, federal, and state funding that is being set aside for the Wildlife Corridor that has been proposed through Tonner Canyon.

} P8-5

The residents of Olinda Ranch DO NOT represent the views of most of the people of Brea, nor of North Orange County. They are recent residents of the area, who purchased their homes with full knowledge, disclosure, and daily awareness that they were buying in a neighborhood below a landfill, alongside a busy access road providing access to that landfill. To allow their voices to represent Brea is to bow to a special interest group, rather than to serve the district as a whole.

} P8-6

Please join me and many other residents, the vast majority of whom are blissfully unaware of the plan, in opposing a road in Tonner Canyon.

} P8-7

Thank you,
David Villancio-Wolter
Brea Resident
(714) 671-0252

**P8 RESPONSES TO COMMENTS FROM DAVID VILLANCIO-WOLTER DATED
AUGUST 2, 2004**

P8-1 Comment noted. Refer to response to comment P1-5 earlier in this Responses to
Comment Report. Your comment will be forwarded to the decision makers.

P8-2 Comment noted. No response necessary. Your comment will be forwarded to the
decision makers.

P8-3 Comment noted. No response necessary. Your comment will be forwarded to the
decision makers.

P8-4 Comment noted. No response necessary. Your comment will be forwarded to the
decision makers.

P8-5 Comment noted. No response necessary. Your comment will be forwarded to the
decision makers.

P8-6 Comment noted. No response necessary. Your comment will be forwarded to the
decision makers.

P8-7 Comment noted. No response necessary. Your comment will be forwarded to the
decision makers.

Flores, Jerry

From: Hull, Ray [Ray.Hull@iwmd.ocgov.com]
Sent: Tuesday, August 03, 2004 8:34 AM
To: Flores, Jerry; Christine Arbogast (E-mail)
Cc: McClanahan, Suzanne; Hall, Robin; Richmond, Bob; Arnau, John; Freeman, Roger; Lowry, Dave; Goss, Jan
Subject: FW: Olinda Alpha Extension/Mitigation

P9

FYI

Mr. Fullington sent a cc: of this e-mail to Supervisor Campbell.

-----Original Message-----

From: Hagthrop, Linda
Sent: Monday, August 02, 2004 5:11 PM
To: Hull, Ray
Cc: Amirhosseini, Susan
Subject: FW: Olinda Alpha Extension/Mitigation

-----Original Message-----

From: Mrladycat@aol.com [mailto:Mrladycat@aol.com]
Sent: Monday, August 02, 2004 4:46 PM
To: RELOOC-OAL@iwmd.ocgov.com
Cc: billcampbell@ocgov.com
Subject: Olinda Alpha Extension/Mitigation

Integrated Waste Management District
RELOOC-OAL
RE: DEIR, OLINDA ALPHA
Gentlemen,

I have previously addressed your body in person. However, I feel it necessary to re-confirm my thoughts regarding this project and accompanying DEIR. First, let me say, I am taken by the shrewdness of IWMD in its methodology of extending the Olinda Alpha Landfill over the years. I mean, lets see, it was supposed to close three or four times by now. Yet, you keep coming back to the 'Brea Well,' only its not for water, its time and acreage; inch by inch by inch. Very clever, I mean lets see, by getting the people of Brea to go along each ten to fifteen years the life of the landfill has been extended exponentially versus the original contractual agreement with the City of Brea. Second, let me say, how many years of serving the County of Orange must the City endure? Is (52) years not enough? Thirdly, Has the County of Orange done any calculations regarding how much money the City of Brea has saved the County by agreeing to these numerous extensions? Yes, we know how much it was going to cost the county to develop one or two other locations evaluated in your RELOOC project. Lets say, upwards of one hundred million dollars. Fourthly, the City of Brea has matured since the 1992 MOU was agreed upon with the county. Eighteen Hundred trash truck trips per day on Imperial and Valencia are no longer desired by many of the Cities residents. Yet, your DEIR devotes a grand total of some four pages to mitigating the trash truck route. Why, does your EIR drafted in 1997 devote chapters to 'Alternate Routes' accessing the Landfill and in 2004 we get a brief reference. TOTALLY UNACCEPTABLE!!!

P9-1

We are not interested in placating the 'HILLS FOR EVERYONE' group and we do not expect your DEIR to do so either. We simply request a 'thorough' evaluation to be done to incorporate a "PRIVATE ACCESS ROAD" off the Tonner Canyon Offramp to the Landfill.

P9-2

This 'PRIVATE ACCESS ROAD' is NOT an Arterial (4) lane Highway with a bridge over Valencia, but rather a simple (2) lane road of sufficient strength to carry trash trucks 'ONLY' until 2021 should the Landfill be extended until then. Please, we do not want to hear all the negatives as to why the area is not conducive to such a road as detailed to the ninth degree in the 97 EIR. Because if this is true, then certainly the soil is not capable of supporting over a (100) foot increase in height suggested by this new EIR. Which brings me to my final point. Where in the DEIR is their a soil analysis of the slopes to be generated to increase the height by over (100) feet. This will be a 'MUST' before this project can go forward. If the soil is so unstable as to support a PRIVATE ACCESS ROAD", there is no way it will support a (100) foot increase in height suggested for the rennovated new extended facility. I would appreciate your answers to my questions.

P9-3

Cordially,

Keith E. Fullington
481 Peppertree Dr.
Brea, Ca. 92821
(714) 529-8020

**P9 RESPONSES TO COMMENTS FROM KEITH E. FULLINGTON DATED
AUGUST 3, 2004**

P9-1 Opinions noted. No response necessary. Your comment will be forwarded to the decision makers.

P9-2 Comment noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P9-3 Comment noted. Refer to response to comments P1-5 (access road) and P1-3 (slope stability), earlier in this Responses to Comments Report.

Dean y Elida Whinery

Y Cristóbal

342 S. Madrona Ave.
Brea, Calif. 92821
(714) 990-4246
E-mail: tiocan@hotmail.com

A.P. 15, La Higuera
Calvillo, Ags. CP 20800
México

P10

31 July 2004

Ray Hull
County of Orange
Integrated Waste Mgt. District
320 N. Flower St., Ste. 400
Santa Ana, Calif. 92703

Sir:

In response to the Draft EIR on the Olinda Landfill Expansion, please accept my thoughts and concerns as follows:

] P10-1

I oppose any effort to build a road through rustic Tonner Canyon because (1) I believe such a road would hazardous to the environment; (2) the cost of building such a road adequate for use by heavy trucks would be excessive, due to serious seismic concerns; and (3) such a road would be much more useful for out-of-county haulers than in-county users, and bring even more traffic onto the already busy, narrow, and often dangerous Brea Canyon Road. With Orange County facing ever-shrinking space for landfill, it seems we should be discouraging use from neighboring counties.

] P10-2

While I am not opposed to extending the time of use for the Olinda site, I do have very strong reservations about any further expansion.

] P10-3

I urge establishing some sort of fund that would assure open space through the Chino Hills adjacent to Brea, in perpetuity.

] P10-4

Finally, although the NIMBY syndrome is very evident in the area, I recognize that the dump was there long before many, if not most, of the complainers arrived. However, as a resident of central Brea, I am painfully aware of the great number of trash trucks on our major thoroughfares. Thus, I would urge increased mitigation on Valencia Avenue and connecting roadways.

] P10-5

Sincerely,



R. Dean Whinery B.

P10 RESPONSES TO COMMENTS FROM R. DEAN WHINERY B. DATED JULY 31, 2004

P10-1 Comment noted. No response necessary.

P10-2 Comment noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P10-3 Comment noted. No response necessary.

P10-4 Comment noted. Refer to response to comment S5-12, earlier in this Responses to Comments Report

P10-5 Comment noted. No response necessary.

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:01 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P11

-----Original Message-----

From: Jim Dower [mailto:djdower@adelphia.net]
Sent: Sunday, July 18, 2004 3:36 PM
Subject: Dump the Trucks at OAL!

Truck route would be appropriate given future school plans.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

} P11-1
} P11-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

} P11-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

} P11-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

} P11-5

Sincerely,

Jim Dower
183 Morning Glory
Brea, CA 92821

714.816.6330

P11 RESPONSES TO COMMENTS FROM JIM DOWER DATED JULY 18, 2004

P11-1 Comment noted. No response necessary.

P11-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P11-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P11-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P11-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:01 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P12

-----Original Message-----

From: Art Hutton [mailto:spectral52@aol.com]
Sent: Sunday, July 18, 2004 5:41 PM
Subject: Dump the Trucks at OAL!

The only real solution to this obnoxious and unwanted traffic on Imperial Hwy. is to eliminate it. Why must the citizens of Brea be exposed to this outrageous and unsafe flow of trash and garbage through our main traffic artery? Why aren't the politicians, who we have elected to office, looking after the best interests of those who have put them in office? Get these trucks off of our city roads!!

P12-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

P12-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

P12-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

P12-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

P12-5

Sincerely,

Art Hutton
211 St. Crispen Ave.
Brea, CA 92821

P12 RESPONSES TO COMMENTS FROM ART HUTTON DATED JULY 18, 2004

P12-1 Comment noted. No response necessary.

P12-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P12-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P12-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P12-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:02 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P13

-----Original Message-----

From: Wm. Holtzen [mailto:holtzen@adelphia.net]
Sent: Sunday, July 18, 2004 9:19 PM
Subject: Dump the Trucks at OAL!

I fully agree with the letter above. As a first time home owner with a house that backs up to Valencia I experience the noise, pollution, smell, and trash that is brought in by these trucks daily starting at 6am or early. What also concerns me is that I regularly hear the sound of truck brakes locking up or skidding to a stop. I believe it won't be long before there is a serious accident. I understand that the Brea landfill is needed but that does not mean that this route must be used. PLEASE consider an alternate route such as Toner.

P13-1

Thank you.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

P13-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

P13-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

P13-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

P13-5

Sincerely,

Wm. Holtzen
435 Hummingbird Dr
Brea, CA 92823

714-879-3901 x1243

P13 RESPONSES TO COMMENTS FROM WM. HOLTZEN DATED JULY 18, 2004

P13-1 Opinion noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report.

P13-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P13-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P13-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P13-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 11:37 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P14

-----Original Message-----

From: Andra Cullen [mailto:acrefai@bakemarkwest.com]
Sent: Monday, July 19, 2004 11:07 AM
Subject: Dump the Trucks at OAL!

The last thing that we need in Brea is an increase in traffic. It's a beautiful city and should remain to be so. I moved to Brea from Ohio 3 years ago and absolutely fell in love with the city. P14-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill. P14-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished. P14-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built. P14-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994. P14-5

Sincerely,

Andra Cullen
253 Mountain Ct
Brea, CA, CA 92821

714-256-1010

P14 RESPONSES TO COMMENTS FROM ANDRA CULLEN DATED JULY 19, 2004

P14-1 Comments noted. Opinion noted. No response necessary.

P14-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P14-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P14-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P14-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 1:06 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P15

-----Original Message-----

From: AL BERTULLI [mailto:beval@adelphia.net]
Sent: Monday, July 19, 2004 12:14 PM
Subject: Dump the Trucks at OAL!

THIS SHOULD BE YOUR NUMBER ONE PRIORITY.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

] P15-1
] P15-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

] P15-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

] P15-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

] P15-5

Sincerely,

AL BERTULLI
5610 WESHAM PLC.
BREA, CA 92821

562 6970370

P15 RESPONSES TO COMMENTS FROM AL BERTULLI DATED JULY 19, 2004

P15-1 Comments noted. Comment noted. No response necessary.

P15-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P15-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P15-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P15-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

Hull, Ray

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 4:39 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Dump the Trucks at OAL!

P16

They sent this message 6 times. I am only forwarding one. (They are all the same.)

-----Original Message-----

From: Dr. and Mrs. Gary M. Piroutek [mailto:piroutek@aol.com]
Sent: Monday, July 19, 2004 4:37 PM
Subject: Dump the Trucks at OAL!

We have been residents of Brea for 25 years, and were told repeatedly that the landfill/dumpsite would be closed. That year for closure keeps being pushed farther into the future. The conditions are not adequate for keeping the landfill open longer. A new elementary school is scheduled to be built at the corner of Valencia and Birch streets with many threats of large trucks to our children. The quality of life with the added traffic, pollution, noise, and decreased park land will have a negative impact to the citizens of Brea and nearby Yorba Linda and Placentia residents. It is not reasonable to keep changing the dumpsite closure dates-As residents, we want to have confidence in the information that we are being told is correct; but continually changing the dates does not make this possible.

P16-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

P16-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

P16-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

P16-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

P16-5

Sincerely,

Dr. and Mrs. Gary M. Piroutek
153 Morning Glory Street
Brea, CA 92821

(714) 524-6766

**P16 RESPONSES TO COMMENTS FROM DR. AND MRS. GARY M. PIROUTEK
DATED JULY 19, 2004**

P16-1 Comments noted. Refer to response to comment S5-13 (noise impacts on Valencia Avenue), earlier in this Responses to Comments Report.

P16-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P16-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P16-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P16-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, July 20, 2004 11:06 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

P17

-----Original Message-----

From: Jack & Marianne Keating [mailto:jackeating@sbcglobal.net]
Sent: Tuesday, July 20, 2004 10:57 AM
Subject: Dump the Trucks at OAL!

We are both in our 70s. We moved here to be close to our children and grandchildren & because Brea is "The City of Trees". How about keeping the spirit of that theme and follow the will of the majority of citizens. It is bad enough that the hills are "disappearing" and the air is worse by the day and toe traffic is terrible. Please do what you "can do" to keep Brea a nice quiet, clean, healthy environment and a destination city for nice people will want to live.] P17-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.] P17-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.] P17-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.] P17-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.] P17-5

Sincerely,

Jack & Marianne Keating
2066 Arts Ave
Brea, CA 92821

714-671-5977

**P17 RESPONSES TO COMMENTS FROM JACK AND MARIANNE KEATING
DATED JULY 20, 2004**

P17-1 Opinions noted. No response necessary.

P17-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P17-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P17-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P17-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Hagthrop, Linda
Sent: Thursday, July 22, 2004 3:28 PM
To: Hull, Ray; Amirhosseini, Susan
Subject: FW: Dump the Trucks at OAL!

P18

-----Original Message-----

From: Cynthia & Ramon Valdez [mailto:2animals@sbcglobal.net]
Sent: Wednesday, July 21, 2004 2:01 PM
Subject: Dump the Trucks at OAL!

We chose this city to buy a home in because it seemed rather peaceful, however, with all these trucks coming through all the time it is not the peaceful haven we were expecting.] P18-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.] P18-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.] P18-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.] P18-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park within the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.] P18-5

Sincerely,

Cynthia & Ramon Valdez
4322 Hillside Rd
Brea, CA 92823

714-572-2493

**P18 RESPONSES TO COMMENTS FROM CYNTHIA AND RAMON VALDEZ
DATED JULY 21, 2004**

P18-1 Opinion noted. No response necessary.

P18-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P18-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P18-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P18-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

Hull, Ray

From: Hagthrop, Linda
Sent: Monday, July 26, 2004 9:14 AM
To: Hull, Ray
Cc: Amirhosseini, Susan
Subject: FW: Dump the Trucks at OAL!

P19

-----Original Message-----

From: rebecca vargas [mailto:varbeckyl@cs.com]
Sent: Thursday, July 22, 2004 5:06 PM
Subject: Dump the Trucks at OAL!

my ashma is worse when the windows open, lots of dust on windows and furniture. when the trucks on valencia will sandwitch you in like the own the road. diesel toxic fumes bad] P19-1

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.] P19-2

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.] P19-3

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.] P19-4

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.] P19-5

Sincerely,

rebecca vargas
3616 falcon way
brea, CA 92823

P19 RESPONSES TO COMMENTS FROM REBECCA VARGAS DATED JULY 22, 2004

P19-1 Comment noted. No response necessary.

P19-2 Comments noted. Refer to response to comment P1-5, earlier in this Responses to Comments Report.

P19-3 Comments noted. Refer to response to comment P2-3, earlier in this Responses to Comments Report.

P19-4 Comments noted. Refer to response to comment P2-4, earlier in this Responses to Comments Report.

P19-5 Comments noted. Refer to response to comment P1-1, earlier in this Responses to Comments Report.

P20

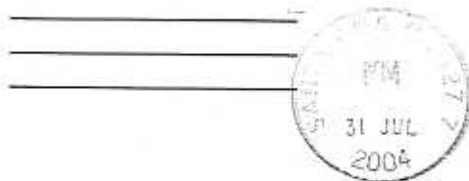
In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.] P20-1
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.] P20-2
- ~~I support establishment of a mitigation fund to buy open space in the Brea region.~~
- I support increased traffic mitigation along Valencia Avenue.] P20-3

Name Gogi Berger

Address 1006 WOODCREST

City BREA E-Mail _____



RECEIVED

AUG 02 2004

I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

92703+5000 

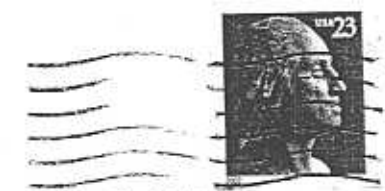
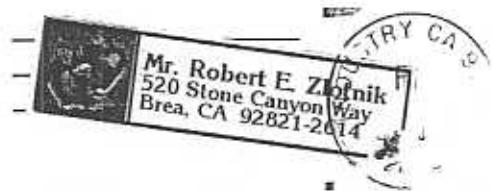
P20 RESPONSES TO COMMENTS FROM GOGI BERGER DATED AUGUST 2, 2004

P20-1 Comment noted. No response necessary.

P20-2 Comment noted. Refer to Section 2.3.3 (Tonner Canyon Road) in the DEIR which indicates that the proposed project does not include the provision of an alternative access to the landfill via a new access road in Tonner Canyon.

P20-3 Comments noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report.

P21



RECEIVED
AUG 02 2004
I.W.M.D.

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

270345000 [Barcode]

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- ② I oppose the Olinda Landfill expansion and extension. } P21-1
- ② I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon. } P21-2
- I support establishment of a mitigation fund to buy open space in the Brea region. } P21-3
- I support increased traffic mitigation along Valencia Avenue. } P21-4

Name Robert E. Zlotnik
Address 520 Stone Canyon Way
City Brea, CA 92821 E-Mail _____

P21 RESPONSES TO COMMENTS FROM ROBERT E. ZLOTNIK DATED AUGUST 2, 2004

P21-1 Comment noted. No response necessary.

P21-2 Comment noted. Refer to Section 2.3.3 (Tonner Canyon Road) in the DEIR which indicates that the proposed project does not include the provision of an alternative access to the landfill via a new access road in Tonner Canyon.

P21-3 Comment noted. Refer to response to comment S4-12 for discussion of the mitigation fund suggestion. The DEIR includes mitigation measures for all significant adverse impacts of the project, as summarized in Table 1-1.

P21-4 Comments noted. Refer to response to comment S5-13, earlier in this Responses to Comments Report.

DO NOT CATER TO THIS SPECIAL INTEREST! HELLS FOR EVERYONE
PUT THESE OUT. THEIR INTEREST IS NOT FOR THE PUBLIC GOODS. THEY
ARE INVOLVED IN A SELFISH PURSUIT TO STEAL LAND WITHOUT COMPENSATION!

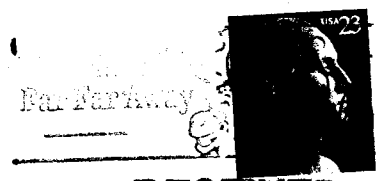
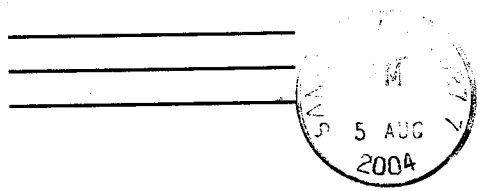
~~In response to the Staff Environmental Impact Report
on the Olinda Landfill Expansion please note that:~~

- ~~• I oppose the Olinda Landfill expansion and extension.~~
- ~~• I oppose using mitigation fees to build an alternate access road to the landfill in Tustin Canyon.~~
- ~~• I support establishment of a mitigation fund to pay for open space in the Brea region.~~
- ~~• I support increased traffic mitigation along Valencia Avenue.~~

Name MILES BUSH

Address 1339 WOODCREST AVENUE

City BREA E-Mail _____

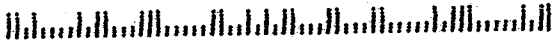


RECEIVED

AUG 06 2004

I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

2703+5000 

P22 RESPONSES TO COMMENTS FROM MILES BUSH DATED AUGUST 6, 2004

P22-1 Comment noted. No response necessary. Your comment will be forwarded to the decision makers.

APPENDIX A
INITIAL STUDY/ENVIRONMENTAL CHECKLIST
AND NOTICE OF PREPARATION (NOP)



INITIAL STUDY

PROJECT TITLE: Regional Landfill Options for Orange County (RELOOC) Strategic Plan-Olinda Alpha Landfill Implementation

LEAD AGENCY: County of Orange Integrated Waste Management Department

INITIAL STUDY NUMBER: 588

LEAD DIVISION: Office of Public Affairs

PROJECT CONTACT: Linda Hagthorp, Public Information Officer **PHONE:** (714) 834-4176

PROJECT LOCATION: The proposed project is within the Olinda Alpha Landfill located at 1942 North Valencia Avenue in unincorporated Orange County adjacent to and within the sphere of influence of the City of Brea. The Olinda Alpha Landfill is generally bounded by Lambert Road to the south and Valencia Avenue to the southwest. The Olinda Alpha Landfill is located on the following assessor parcels: 308-031-3, 7, 8, 9, 14, 15, 17, 22, 30, 31 and 308-021-3, 4, 12, 14.

PROJECT DESCRIPTION: The Regional Landfill Options for Orange County (RELOOC) is a long-range strategic planning program initiated by the County of Orange Integrated Waste Management Department (IWMD). The purpose of RELOOC is to assess the County's existing disposal system capabilities and develop viable short and long-term solid waste disposal options for the County. As part of that endeavor, the County is proposing short-term improvements to an existing municipal solid waste landfill operated by the County's IWMD. The proposed project includes the vertical and horizontal expansion of the Olinda Alpha Landfill to meet the County's short-term solid waste disposal needs.

DECISION-MAKER: County of Orange Board of Supervisors

RESPONSIBLE/TRUSTEE AGENCIES INVOLVED:

Federal Agencies

U.S. Environmental Protection Agency (EPA).

State Agencies

California Integrated Waste Management Board.
California Water Resources Control Board.

Regional Agencies

Regional Water Quality Control Board - Santa Ana Region.
South Coast Air Quality Management District.

County Agencies

Orange County Health Care Agency (Solid Waste Local Enforcement Agency).
Orange County Board of Supervisors.
Orange County Fire Authority.
Orange County Planning Department.

City Agencies

City of Brea.

LAND USE ENTITLEMENT SUMMARY:

General Plan Land Use Designation:

Olinda Alpha Landfill

County of Orange designation - Public Facilities/Landfill Site (4(LS)).
City of Brea designation - Sanitary Landfill.

Zoning:

Olinda Alpha Landfill

County of Orange designation – General Agricultural (Public Facilities).
City of Brea designation – No zoning designation.

PREVIOUS ENVIRONMENTAL DOCUMENTATION:

Olinda Alpha Landfill:

Final EIR 523 for the North Orange County Landfill and Alternative Technologies Study (NOCLATS)

INITIAL STUDY DATE: January 8, 2004.



ENVIRONMENTAL ANALYSIS CHECKLIST

EIR Number: 588 for the RELOOC Strategic Plan - Olinda Alpha Landfill Implementation Project

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
1. LAND USE & PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. POPULATION & HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:

Potential Significant Impact Less than Significant w/ Mitigation Less than Significant Impact No Impact

4. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of wastewater?

5. HYDROLOGY & WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Have a significant adverse impact on groundwater quality or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunامي, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. TRANSPORTATION/CIRCULATION. Would the project:				
a) Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
g) Conflict with adopted policies, plan or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a private or public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. AESTHETICS. Would the project:				
a) Have a substantial adverse effect a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
11. CULTURAL/SCIENTIFIC RESOURCES, Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse changed in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. HAZARDS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

15. PUBLIC SERVICES. Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
16. UTILITIES & SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

MANDATORY FINDINGS

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have possible environmental effects, which are individually limited but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant w/ Mitigation	Less than Significant Impact	No Impact
c) Does project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DETERMINATION:

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

COULD NOT have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

COULD have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project. A negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

MAY have a significant effect on the environment, which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required.

Signature: _____

Planner: John Arnau
 Environmental Services
 Telephone: (714) 834-4107

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at the County of Orange Integrated Waste Management Department, 320 N. Flower Street, Fourth Floor, Santa Ana, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

Revised 2-5-03

ENVIRONMENTAL ANALYSIS CHECKLIST

Regional Landfill Options for Orange County (RELOOC) Strategic Plan – Olinda Alpha Landfill Implementation

1.0 LEAD AGENCY

The County of Orange will serve as the lead agency for the proposed Regional Landfill Options for Orange County (RELOOC) Strategic Plan - Olinda Alpha Landfill Implementation and the County's Integrated Waste Management Department (IWMD) will act as the designated lead agency in preparing notices, conducting public hearings and implementing California Environmental Quality Act (CEQA)-related processing requirements.

1.1 Discretionary Approvals

A number of discretionary approvals will be required as part of the project's approval and implementation. These discretionary approvals will be required from a variety of agencies and are anticipated to include the following:

County of Orange

- Certification of the Environmental Impact Report
- Grading permits.

California Regional Water Quality Control Board

- Storm Water Management Plans
- Revision to Waste Discharge Requirements

California Integrated Waste Management Board and Local Enforcement Agency (County of Orange Health Care Agency)

- Revision to Solid Waste Facility Permit.

South Coast Air Quality Management District

- Permits to construct – Gas Control Systems.
- Permits to Operate – Gas Control Systems.

City of Brea

- Amendment to the current Memorandum of Understanding (MOU)

2.0 PURPOSE OF THE ENVIRONMENTAL ANALYSIS CHECKLIST

The purpose of this Environmental Analysis Checklist (EAC) is to provide preliminary analysis of potential environmental consequences that may result with the implementation of the

proposed project. The IWMD has prepared this EAC to determine the appropriate level of environmental documentation needed for this project. IWMD has determined the appropriate level of environmental documentation needed for this project. IWMD has determined that an Environmental Impact Report (EIR) will be prepared for the proposed project based on the anticipated impacts. Although Section 15063 of the CEQA Guidelines indicates that a Lead Agency may bypass the preparation of an Initial Study (i.e., EAC), IWMD has chosen to prepare and circulate this EAC to more precisely disclose potential impacts and thereby obtain more specific guidance from responsible agencies and the public on the scope and topics to be covered in the EIR.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental parameters may be potentially affected by implementation of the proposed project:

Land Use and Planning	Noise
Geology and Soils	Aesthetics
Hydrology & Water Quality	Cultural/Scientific Resources
Transportation/Circulation	Hazards
Air Quality	Public Services

A preliminary evaluation of potential impacts is provided below. A more detailed analysis will be contained in the EIR.

4.0 ENVIRONMENTAL ANALYSIS

This section of the EAC analyzes the potential for significant environmental impacts that may result from the proposed project. The format for this analysis is based on the enclosed Environmental Analysis Checklist.

For the evaluation of potential impacts, the questions in the checklist are stated and an answer is provided reflecting the analysis conducted for this impact. To each question, there are four possible responses:

- *No Impact* – The proposed project will not have a measurable impact on the environment.
- *Less than Significant Impact* – The proposed project will have the potential for impacting the environment but at a level less than the significance criteria used to evaluate the impact.
- *Less than Significant with Mitigation* – The proposed project will have a significant impact unless mitigation measures are implemented to reduce the impact to a less than significant level.
- *Potential Significant Impact* – The proposed project will have impacts considered significant and either (1) additional analysis is needed to identify specific mitigation

measures to reduce this impact to a less than significant level, (2) feasible mitigation measures are not available to reduce this impact to a less than significant level, or (3) the impacts associated with the project are not known at this time and further analysis in an Environmental Impact Report (EIR) is warranted.

NOTE: The Olinda Alpha Landfill is deliberately designed and operated in a manner that avoids and mitigates potential environmental impacts, and it is the intent of IWMD to continue this practice in the design of the proposed project. However, in keeping with the purpose of this NOP, even though an environmental issue identified in the checklist is anticipated to be satisfactorily mitigated in the future, the box “Potential Significant Impact” has been checked rather than “Less than Significant with Mitigation.” This is to inform the NOP recipient that the issue will be described and analyzed in the forthcoming Draft EIR, and to invite comments from Responsible Agencies and interested parties on how the assessment of the issue should be addressed in the document and how mitigation or avoidance of the issue should be incorporated into the project.

1. Land Use and Planning

Would the project: (a) Physically divide an established community?

No Impact. The Olinda Alpha Landfill is an existing landfill. The proposed vertical and horizontal expansion of this landfill would not extend beyond the property boundary of this site and therefore would not result in the disruption or division of the physical arrangement of an established community.

Would the project: (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating and environmental effect?

Potential Significant Impact. The Olinda Alpha Landfill is located in unincorporated Orange County and is designated as a 4(LS) in the County of Orange General Plan. This designation allows for the use of this site for municipal solid waste (MSW) disposal. The County Public Facilities Zoning designation for this site also allows for use of the site for MSW disposal. The landfill is also located in the City of Brea’s Sphere of Influence and is designated in the City’s General Plan as a Public Facility which allows for the use of this site for MSW disposal. The proposed project would not conflict with the City’s existing General Plan land use designation because the proposed expansion activities would occur entirely within the existing landfill boundaries. Nor would the proposed project conflict with the County or City’s existing General Plan designations.

The existing MOU between the City of Brea and the County of Orange regarding the operation of Olinda Alpha Landfill would require renegotiation to allow the disposal of MSW over a longer period of time resulting from the additional capacity that is provided under the proposed project. The existing MOU identifies the landfill closure date established as 2013. Under the proposed project, closure would be extended to 2021 based on increased operational efficiencies, current population projections and existing disposal technologies.

Would the project: (c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. There are no known City of Brea environmental plans or policies that would be adversely affected by the proposed project. The vertical and horizontal expansion of Olinda Alpha Landfill would not result in development outside of the existing landfill boundary. The Olinda Alpha Landfill is not located within a designated Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) area.

2. Agriculture

Would the project: (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The vertical and horizontal expansion of Olinda Alpha Landfill will not impact any Prime, Unique or Farmland of Statewide Importance. There are no existing agricultural preserves on the site or the expansion area, and no preserves will be impacted under the proposed project. Existing roads will be used to haul MSW to the Olinda Alpha Landfill. No new roads and/or modifications to existing roads are proposed. Therefore, the proposed project will not result in impacts related to the conversion of farmlands listed as Prime, Unique or Farmland of Statewide Importance to non-agricultural uses.

Would the project: (b) Conflict with existing zoning for agriculture use, or a Williamson Act contract?

No Impact. The proposed project would not result in the cancellation of any Williamson Act contracts or conflict with any existing zoning for agricultural uses.

Would the project: (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact. The proposed vertical and horizontal expansion at Olinda Alpha Landfill will not result in the conversion of agricultural land to non-agricultural use. There is no agriculture land within the horizontal expansion areas of the existing landfill property. The proposed project would not involve changes in the existing equipment that due to their location or nature could result in conversion of farmland to non-agricultural uses.

3. Population and Housing

Would the project: (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed project will continue operations at Olinda Alpha Landfill. None of the improvements under the proposed project would entail new homes or extending any major infrastructure (i.e., sewer or water lines, roadways, etc.) that could support additional development beyond the individual landfill site boundaries. Employment associated with landfill operations will be drawn from existing onsite employment. There may be brief temporary periods requiring additional personnel, such as during site development activities. No substantial new employment will be generated by the proposed project that could potentially contribute to additional demand for housing or services in the surrounding area.

Would the project: (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project will not result in the removal or demolition of any existing housing. The proposed project would not entail the displacement of a substantial number of houses since no housing currently exists on-site or is proposed.

Would the project: (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project will not result in the removal or demolition of any existing housing. The proposed project would not entail the displacement of a substantial number of people since no housing currently exists on-site or is proposed.

4. Geology and Soils

Would the project result: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:(a)(i) Rupture of a known earthquake fault; (a)(ii) Strong seismic ground shaking; (a) (iii) Seismic-related ground failure, including liquefaction; (a)(iv) Landslides?

Potential Significant Impact. The Olinda Alpha Landfill is located immediately north of the active Whittier fault. The project site is located in southern California, an area known to be geologically active and which is subject to seismic events. The soils underlying the Olinda Alpha Landfill site include soils of the Cienaba Association and are underlain by Puente Formation bedrock, both units are locally prone to landslides. The vertical and horizontal expansion of the landfill will result in changes in topography and will be designed to meet stringent landfill regulatory requirements for seismic stability in the California Code of Regulations (CCR), Title 27.

Would the project: (b) Result in substantial soil erosion or the loss of topsoil?

Potential Significant Impact. The soils underlying the Olinda Alpha Landfill site have some potential for erosion. The proposed vertical and horizontal expansion of this landfill will result in changes of topography because of grading and filling on-site. Erosion control measures and facilities (i.e. desilting basins, straw bales, and vegetation) are implemented as part of normal landfill operations in accordance with regulatory requirements in CCR, Title 27. These measures are also proposed for the vertical and horizontal expansion.

Would the project: (c) Be located on a geologic unit or soil that is unsuitable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potential Significant Impact. The proposed vertical and horizontal expansion of the landfill will result in changes of topography because of grading and filling on-site. These changes will be designed to meet stringent landfill regulatory requirements for stability in the CCR, Title 27.

Would the project: (d) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Some of the soils underlying the Olinda Alpha Landfill site and the horizontal expansion area have a moderate to high shrink-swell potential. Although considered to be expansive soils, the soils at the site would not create a substantial risk to life or property.

Would the project: (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of wastewater?

No Impact. The vertical and horizontal expansion of the Olinda Alpha Landfill does not propose the use of septic tanks.

5. Hydrology & Water Quality

Would the project: (a) Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The Olinda Alpha Landfill is approved under the Waste Discharge Requirements (WDRs) issued by the Regional Water Quality Control Board (RWQCB) and is designed to comply with water quality standards and waste discharge requirements. Semi-annual water quality testing at the landfill is conducted for volatile organic compounds (VOC), minerals, total dissolved solids (TDS), potential of hydrogen (pH), electrical conductivity (EC), nitrates and metals. Groundwater is extracted, treated, and reused on-site. Any modification of the existing landfill design will require coordination with the Landfill Section of the RWQCB to revise the existing National Pollutant Discharge Elimination System (NPDES) permit and WDRs for the Olinda Alpha Landfill in accordance with Federal and State requirements for the protection of water quality.

Would the project: (b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of a local groundwater table level?

No Impact. The proposed project does not include any components that would result in groundwater extraction. The horizontal and vertical expansion and associated drainage patterns will channel runoff downstream to the existing detention basins. The reduction in recharge at the horizontal and vertical expansion areas is not anticipated to substantially reduce recharge in the

regional groundwater basin. Moreover, the proposed project would not result in significant adverse impacts related to groundwater depletion that would contribute to a net deficit in aquifer volume or a lowering of a local groundwater table.

Would the project: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in manner which would result in: (c) Substantial erosion or siltation on- or off-site; (d) flooding on- or off-site; (e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or area. The project will continue to operate as a solid waste landfill. The existing storm water control system consisting of a network of drainage channels, berms, interceptor ditches and sedimentation basins will be extended, as necessary, to control any additional runoff and erosion associated with the proposed project. The concrete-lined sedimentation basins are sufficiently sized to accommodate storm water drainage associated with existing and future landfill operations. Collected silt is cleaned out of the sedimentation basins at the end of the rainy season.

The continued operation and expansion of the Olinda Alpha Landfill will result in an increase in excavation and grading, potentially causing increases in erosion and runoff. Vertical and horizontal expansion of Olinda Alpha Landfill will modify the surface hydrology and change stormwater runoff rates on this site. The change in stormwater runoff is not expected to be substantially different from the existing condition and is not anticipated to result in flooding on or off-site. Off-site discharge will be controlled to only release pre-development condition flows during a storm event. The proposed project will not impact the capacity of existing or planned stormwater drainage systems off-site.

Would the project: (f) Have a significant adverse impact on groundwater quality or otherwise substantially degrade water quality?

Less than Significant Impact with Mitigation. The proposed project would result in the approximately 115-foot vertical and 33-acre horizontal expansion at the Olinda Alpha Landfill site. The landfill expansion must be designed, operated and monitored to preclude any significant impacts to groundwater resources or water quality. In addition, the vertical and horizontal expansion must be approved under WDRs issued by the RWQCB.

Would the project: (g) Place housing within a 100 year flood hazard area; (h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The proposed project does not include the development of housing or structures that would be located within a 100-year flood hazard area.

Would the project: (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or (j) Inundation by seiche, tsunami, or mudflow?

No Impact. The proposed project is not anticipated to result in any impacts related to flooding as a result of the failure of a levee or dam, inundation by seiche, tsunami or mudflow.

6. Transportation and Circulation

Would the project: (a) Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

Potential Significant Impact. Olinda Alpha Landfill is currently permitted to process a maximum of 8,000 tons per day (TPD) of MSW although this landfill is currently restricted to an annual average of 7,000 TPD consistent with the memorandum of understanding (MOU) with the City of Brea. In 2003, the Olinda Alpha Landfill received an annual average daily tonnage of approximately 6,800 TPD. The proposed expansion of Olinda Alpha Landfill includes no increase in the maximum permitted TPD. However, additional soil import trucks would access the site by 2017 at which time refuse importation truck traffic would cease resulting in no substantial increase in truck traffic. Therefore, the proposed project would not result in increased vehicle trips beyond traffic forecasts assumed for the currently approved annual average of 7,000 TPD and would not result in more trips than currently experienced at Olinda Alpha Landfill. However, the proposed project would result in vehicle trips for a longer period of time than is currently permitted or planned which may result in traffic congestion beyond adopted policies and forecasts anticipated.

Would the project: (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potential Significant Impact. The Orange County Congestion Management Program (CMP) Highway System designated roads in the vicinity of Olinda Alpha Landfill include Valencia Avenue, Carbon Canyon Road, and Imperial Highway. The intersections of Imperial Highway/Valencia Avenue and Imperial Highway/Rose Drive are CMP intersections. The proposed project, in combination with cumulative projects, may result in exceeding the level of service (LOS) standards on designated CMP roads or intersections.

Would the project: (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The Olinda Alpha Landfill is outside the defined airspace of any airport. The proposed expansion at Olinda Alpha Landfill would not result in changes in air traffic patterns. Because the proposed expansion will not generate demand for air passenger or cargo trips, the expansion will not result in changes in air traffic levels in this area. Therefore, the proposed project will not result in adverse impacts related to air traffic patterns.

Would the project: (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

No Impact. Access to Olinda Alpha Landfill is provided via existing public and private roads, designed to local jurisdictions' standards, which are suitable for use by waste disposal trucks. Private access roads provide connections from public roads to and onto this landfill site. These access roads are adequate for use by waste disposal trucks. These private access roads are restricted to use by waste disposal vehicles, landfill employee vehicles, and vehicles operated by the public. The proposed vertical and horizontal expansion do not include road improvements or the use of vehicles not compatible with public and private access roads serving the landfill. Therefore, expansion of Olinda Alpha Landfill will not result in impacts related to safety hazards from design features or incompatible uses.

Would the project: (e) Result in inadequate emergency access?

No Impact. Access to Olinda Alpha Landfill is provided via public and private roads. Private roads provide connections from public roads (namely Valencia Avenue) to and onto the landfill site and are restricted to use by waste disposal vehicles, landfill employee vehicles, and public vehicles. Emergency vehicles can use these private roads if necessary to respond to fire, medical, or police emergency. Consistent with the California Vehicle Code and local restrictions, trucks using public roads to access the landfill do not block emergency vehicles and do not block access to adjacent uses. At the landfill, trucks do not queue off the landfill site and therefore, do not block emergency access in the area. On the landfill site, truck queuing is managed to ensure that emergency vehicles can access the site, if necessary. The proposed vertical and horizontal expansions do not include any features that would alter traffic operations onto or off the landfill site. Therefore, expansion of Olinda Alpha Landfill will not result in adverse impacts related to emergency access or access to other land uses.

Would the project: (f) Result in inadequate parking capacity?

No Impact. Parking for employees and vehicles waiting for inspection or to deposit loads is currently provided on the Olinda Alpha Landfill site. In the event that additional parking is temporarily needed as a result of the proposed vertical and horizontal expansion, it also would be provided on the landfill site. No off-site parking will be required. Therefore, the proposed vertical and horizontal expansion at Olinda Alpha Landfill will not result in any impacts related to inadequate parking capacity.

Would the project: (g) Conflict with adopted policies, plan or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

No Impact. Trucks transporting solid waste to Olinda Alpha Landfill, including the areas for the proposed vertical and horizontal expansion, would operate on public roads consistent with laws and regulations controlling vehicle traffic, similar to existing conditions associated with trucks currently accessing the landfill. Alternative modes, including rail, bus, transit, bicycling, carpooling, and vanpooling would not be adversely affected by these truck operations on public roads. Therefore, the proposed vertical and horizontal expansion at Olinda Alpha Landfill would not result in conflicts with adopted policies regarding alternative transportation.

7. Air Quality

Would the project: (a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The proposed project would not result in an obstruction to the implementation of the 2003 Air Quality Management Plan.

Would the project: (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation; (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment?

Potential Significant Impact. The entire South Coast Air Basin (SCAB) is designated as a national-level extreme non-attainment area for ozone, meaning that national ambient air quality standards are not expected to be met until beyond 2010, and a non-attainment area for CO and PM₁₀. The proposed project would extend the operational life of the Olinda Alpha Landfill by means of vertical and horizontal expansion at this landfill. However, this would not result in an increase in the daily maximum or annual tonnage volumes of MSW deposited at the landfill. The proposed project would not change the number of trucks currently accessing the site each day, the number of vehicle miles traveled (VMT) by project-related vehicles, or the number of vehicles and equipment working on the active landfill face. However, an increase in the duration of emissions generated during the operation of the project would occur due to the extension of the site's closure date. In addition, an increase in landfill gas would occur due to the larger quantity of landfill space created by the project. The landfill will be collecting landfill gas and will be maintaining a landfill gas collection and control system. No substantial modifications to existing support structures at the landfill are anticipated under the proposed project. Because landfill operations are not anticipated to change substantially with the exception of landfill gases, air pollutant emissions associated with the proposed expansion would not change substantially from existing conditions. However, the project, in combination with cumulative projects, may result in a potential significant impact to air quality.

Would the project: (d) Expose sensitive receptors to substantial pollutant concentrations?

Potential Significant Impact. The expansion of Olinda Alpha Landfill would increase the potential for windblown dust in the local area. However, SCAQMD rules 402 and 403 governing nuisance and dust emissions would regulate dust emissions.

The proposed project will not result in new truck trips or impact areas not currently affected by landfill operations. The project would not expose sensitive population groups to pollutants in excess of acceptable levels beyond existing conditions, although the existing sources of air pollutants would continue for a longer time frame. For those projects in the area near the landfill that are planned but are not yet constructed, an extension of the operational life of the landfill could expose future sensitive receptors to substantial pollutant concentrations.

Would the project: (e) Create objectionable odors affecting a substantial number of people?

Potential Significant Impact. Though the air pollutant emissions due to vehicles exhaust from waste haulers would remain the same, the volume of MSW within the Olinda Alpha Landfill would increase due to the extension in capacities and operating period at the landfill. This increase in the volume of MSW would result in greater methane generation from the decomposition of organic solid waste materials. In addition, odor impacts may result from waste-hauling vehicles transporting solid waste to the site.

8. Noise

Would the project result in: (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; (b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels; (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potential Significant Impact. The proposed project would extend the operating life of Olinda Alpha Landfill through vertical and horizontal expansion. However, this would not increase the daily maximum or annual tonnage volumes of MSW deposited in the landfill on a daily basis. In addition, no change in the number of trucks accessing the landfill each day or the number of vehicles and equipment working on the active landfill face would occur. As such, the proposed project is not anticipated to significantly increase noise levels. However, noise from landfill operations currently experienced would be prolonged over the extended life of the landfill, as opposed to landfill related noise ceasing after the landfill closure under the current closure date (2013). In addition, the project, in combination with cumulative projects, could result in noise impacts.

Would the project: (e) For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a private or public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels; (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working the project area to excessive noise levels?

No Impact. The Olinda Alpha Landfill is not within two miles of an existing public airport and is not within an adopted Airport Land Use Plan. Therefore, the landfill will not result in exposure of people in this area to excessive noise levels.

9. Biological Resources

Would the project: (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?

No Impact. The vertical and horizontal expansion of Olinda Alpha Landfill would have no impact on endangered, threatened or rare species or their habitats since the proposed expansion does not extend into any previously undisturbed areas on-site. The field survey conducted by P&D's biologist concluded that there is no suitable habitat in the area of the proposed expansion. In addition, no new infrastructure and/or expansions of the existing infrastructure to support the proposed project are required. Cover material for the expansion will be obtained from designated stockpiles or will be imported to the landfill from off-site sources.

Would the project: (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?

No Impact. The vertical and horizontal expansion at Olinda Alpha Landfill would have no impact on any riparian habitat or other sensitive natural communities. The proposed expansion will only extend into areas that previously have been disturbed. No expansion of the existing infrastructure is required to support the proposed project. Cover material for the proposed expansion will be obtained from designated stockpiles or will be imported to the site from off-site sources.

Would the project: (c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed vertical and horizontal expansion of Olinda Alpha Landfill would not impact wetlands or other watercourses subject to regulatory control since none are located on-site and no expansion activities are planned for off-site areas.

Would the project: (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The proposed vertical and horizontal expansion at Olinda Alpha Landfill is not expected to impact wildlife movement or migration patterns through wildlife corridors. No disturbance along the ridgeline east of the horizontal expansion area is proposed. However, landfill operations may generate dust, noise, or light emissions that could potentially disturb wildlife behavior, including possible shifts in the use of the eastern ridgeline. The majority of wildlife movement through and near the landfill occurs after dark. Since operations at the landfill cease at dark, no impacts to wildlife dispersal or migration through wildlife corridors will occur.

Would the project: (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed vertical and horizontal expansion at Olinda Alpha Landfill would not have an impact on locally designated species. The County of Orange has no officially adopted heritage tree ordinance or policy. Therefore, the proposed project would not result in impacts to locally designated species.

Would the project: (f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Olinda Alpha Landfill is not within an approved NCCP/HCP Reserve System and therefore, would not impact any NCCP/HCP areas.

10. Aesthetics

Would the project: (a) Have a substantial adverse effect upon a scenic vista?

Potential Significant Impact. The proposed Olinda Alpha Landfill will largely be accommodated on the same footprint as the existing landfill, with the exception of the relatively small area of the horizontal expansion. Most of the Olinda Alpha Landfill has been graded and/or excavated for landfill purposes and most of the area has been filled with MSW, covered and in some areas vegetated. The existing Olinda Alpha Landfill is visible from locations in the extreme north part of Carbon Canyon Regional Park and the northwest part of Chino Hills State Park that is open or planned to be open to the public. The expanded landfill also will be visible from these areas. Views of the expanded landfill would be similar to views of the permitted landfill except that the final elevation of the landfill will be higher. It is anticipated that once the landfill is closed and vegetated that the visual effect of the landfill expansion on these public views would be reduced.

Would the project: (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potential Significant Impact. Olinda Alpha Landfill is visible from Carbon Canyon Road. In the Open Space and Conservation Element of the City of Brea General Plan, this road is given special consideration. Development immediately adjacent to Carbon Canyon Road must be screened to soften its presence. The City suggests that vertical trees, shrub planting and walls/berms be used where necessary for sound attenuation. The edge of Olinda Alpha Landfill is set back from Carbon Canyon Road approximately one-half mile and the Olinda Ranch residential development is between the landfill and Carbon Canyon Road. Landscape screening has been provided by Olinda Ranch along Carbon Canyon Road. The vertical expansion of Olinda Alpha Landfill will be accommodated on the same footprint as the existing landfill. Under the proposed expansion, the final landfill elevation will be higher than currently permitted and, therefore, more of the landfill may be visible from Carbon Canyon Road beyond the residences in the Olinda Ranch Development.

Would the project: (c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potential Significant Impact. The proposed vertical and horizontal expansion of the Olinda Alpha Landfill largely will be accommodated on the same footprint as the existing landfill. Most of the Olinda Alpha Landfill site has been graded and/or excavated for landfill purposes and part of the area has been filled with MSW and covered. These developed landfill areas contrast with the adjacent undeveloped land in both form and color. The symmetrical shape of the constructed fill is distinct from the undisturbed adjacent ridges and the earth-toned graded areas contrast with nearby native vegetation. The color contrast is most apparent in the spring when new vegetation is green and is less vivid during the summer and fall when adjacent coastal sage scrub vegetation is more muted in color. The currently permitted landfill, including some graded and filled areas, is visible from the following locations: points along State Routes 55, 57 and 91 (SR 55, SR 57 and SR 91); Lambert Road and Carbon Canyon Road; the extreme north edge of Carbon Canyon Regional Park which is southeast of the landfill; elevated areas in the northwest part of Chino Hills State Park; and elevated areas of Brea and Los Angeles County north of the landfill.

Land uses in Chino Hills east and northeast of this landfill do not have views of the currently permitted landfill and will not have views of the proposed expansion because of intervening topography. Some land uses at higher elevations in Diamond Bar may have glimpses of the ultimate height of the current landfill beyond the ridges at the edge of the landfill. These locations will see slightly more of the landfill as a result of the proposed vertical expansion. Views of the landfill with the proposed vertical expansion will be similar to views under the current permit, except that the landfill would be higher (by 115') with the vertical expansion and, therefore, more of the landfill will be visible. This site is currently an operating landfill and views under the proposed vertical expansion will be similar to views under the permitted landfill. However, more of the landfill may be visible to land uses that would have views of the currently permitted landfill. Land uses that do not have views of the currently permitted landfill may have views of the expanded landfill because of the increased height.

Would the project: (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

No Impact. Potential light and glare impacts associated with the expansion of Olinda Alpha Landfill would be the same as existing impacts associated with the permitted landfill. Sources of light at this landfill, including lighting for access roads, parking areas, buildings and security, would not change appreciably under the proposed expansion. Therefore, there would be no impacts related to light and glare associated with the expansion at Olinda Alpha Landfill.

11. Cultural/Scientific Resources

Would the project: (a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. No historic resources have been documented or discovered on the Olinda Alpha Landfill site. Therefore, no historic resources will be impacted by the proposed expansion.

Would the project: (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. The proposed expansion of the landfill would only occur in areas previously disturbed by landfill operations. No impacts to known archaeological resources would occur. The majority of the proposed expansion area has been previously surveyed and there are no known archaeological sites within the existing site boundary.

Would the project: (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation. Although the proposed expansion of the landfill would only occur in areas previously disturbed by landfill operations, rare paleontological specimens have been found at the site. The IWMD provides archaeological /paleontological monitoring services during construction to recover any paleontological resources specimens that may be discovered in the future. These resources are preserved in accordance with the County of Orange which enforce Standard Conditions of Approval that require paleontological monitoring during construction.

Would the project: (d) Disturb any human remains, including those interred outside of formal ceremonies?

No Impact. The proposed expansion of the landfill would only occur in areas previously disturbed by landfill operations. No known human remains would be disturbed by the proposed project.

12. Recreation

Would the project: (a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The vertical and horizontal expansion of the Olinda Alpha Landfill would not entail the construction of residential or commercial land uses that would result in an increased use of area parks or recreational facilities by employees. The proposed project also would not increase the number of employees at Olinda Alpha Landfill because the average daily TPD limit will not be increased at the landfill. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Would the project: (b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project does not propose the construction of additional recreational facilities either on or off site at the Olinda Alpha Landfill. Therefore, the proposed project will not result in adverse impacts related to the provision of recreation resources. Olinda Alpha Landfill's ultimate land use is a passive regional park.

13. Mineral Resources

Would the project: (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The California Department of Mines and Geology (CDMG) has classified the Olinda Alpha Landfill site as Mineral Resource Zone (MRZ-1) which indicates that adequate information exists to indicate that no significant mineral deposits are presently or likely to be present for this site. Therefore, the proposed project will not result in impacts related to known mineral resources of possible state or regional value.

Would the project: (b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, Specific Plan or other land use plan?

No Impact. There are no significant mineral deposits documented on the Olinda Alpha Landfill site and this site is not identified as an important mineral resource recovery site. Therefore, the proposed vertical and horizontal expansion of this existing landfill will not result in the loss of availability of a locally important mineral resource recovery site delineated on local plans.

14. Hazards

Would the project: (a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials; (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potential Significant Impact. The Olinda Alpha Landfill is a certified Class III landfill that does not accept hazardous, radioactive or explosive wastes for on-site disposal. There is an IWMD program in place at the Olinda Alpha Landfill to prevent hazardous wastes from entering the landfill and to ensure landfill workers are protected from potentially hazardous substances. This includes visual inspection of loads at the fee booths and the active face of the landfill and the rejection of loads containing hazardous wastes. Studies on the composition of MSW indicate the amount of hazardous wastes contained in MSW is small and is not likely to pose a threat of exposure to the public. However, landfill activities at Olinda Alpha Landfill under the proposed project would continue to be monitored by personnel trained to inspect incoming refuse and waste being deposited on the active landfill face to identify and remove potentially hazardous wastes.

Hazardous materials used on-site would be handled according to existing state and federal regulations and would be limited to fuels, oils and other materials used in the operation and maintenance of landfill equipment and vehicles. The operation and refueling of heavy construction equipment does have the potential to result in spills and leaks of fuels, oils and other liquids. Vehicles used in existing landfill operations are maintained and fueled on-site. A vehicle maintenance facility services the equipment, including oil changes, fueling and other typical maintenance activities. Waste oil currently is collected in a non-site storage tank and is emptied and hauled away by a certified commercial hauler. Disposal of waste oil, either in a certified landfill or by recycling, is the responsibility of the waste hauler. The use of hazardous materials and

generation of hazardous wastes would continue under these existing on-site programs over the extended life of the Olinda Alpha Landfill. The nearest existing and/or planned residential use is approximately 0.3 mile from the existing boundary of Olinda Alpha Landfill. Similar to existing conditions, no hazardous wastes would be disposed of at the landfill under the proposed project.

Would the project: (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within one-quarter mile of Olinda Alpha Landfill and no hazardous wastes will be disposed of in this landfill under the proposed project. The existing landfill design, including methane gas collection and groundwater monitoring facilities, would ensure that the landfill is operated in a safe and sanitary manner. Therefore, the proposed expansion will not result in impacts related to hazardous emissions within one-quarter mile of a school near Olinda Alpha Landfill.

Would the project: (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Olinda Alpha Landfill project site is not listed as a hazardous materials site. The landfill accepts only Class III municipal solid wastes.

Would the project: (e) For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Olinda Alpha Landfill is not within an airport land use plan or within two miles of a public airport or public use airport based on review of area maps. Therefore, the proposed project will not result in adverse impacts related to aviation safety hazards for people residing or working in the project area.

Would the project: (f) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips in the immediate vicinity of Olinda Alpha Landfill. Therefore, the proposed project would not result in significant adverse impacts related to safety hazards for people residing or working in this area.

Would the project: (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan?

No Impact. The City of Brea has an Emergency Response Plan and an Emergency Evacuation Plan which was adopted in 1991. An updated Emergency Response and Evacuation Plan were approved by the State in December 2003, and will be updated by the City of Brea in January 2004. The City of Brea does not service unincorporated areas of Orange County. However, the Olinda Alpha Landfill designated evacuation routes include streets within the City of Brea.

Olinda Alpha Landfill is in unincorporated Orange County adjacent to the City of Brea. The County has adopted an Emergency Response Plan and an Emergency Evacuation Plan for all unincorporated areas. The Emergency Evacuation Plan was updated in October 2003 and the Emergency Response Plan will be updated in February 2004. The designated emergency routes from the landfill are through the City of Brea.

Would the project: (h) Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant Impact. The Olinda Alpha Landfill site is located within a Very High Fire Hazard Area as designated on the City of Brea General Plan Draft EIR, Wildland Fire Hazard Areas Map. There is a remote possibility of fire at Olinda Alpha Landfill from combustible refuse, vegetation or litter being ignited by sparks from vehicles, lighted cigarettes or matches thrown from vehicles. However, this potential risk is addressed in the design and daily operations of this landfill. Landfilling under the proposed project is not anticipated to have a significant impact on the occurrence of wildland fires in the area.

The landfill may be subject to surface fires started by burning waste material deposited on the working landfill face. Should this occur, the fire would be limited to the materials deposited prior to the daily application of cover materials, as fire will not generally propagate through cover soil. The Orange County Fire Authority has procedures for the prevention of fires at waste disposal sites. Current practices at this landfill to reduce the potential for fire and for rapid control of fires, should they occur, include keeping fire extinguishers on-site, frequent site watering for dust control, on-site water storage, prohibiting smoking on-site, clearing vegetation and fire breaks.

All landfills contain combustible materials and insulating characteristics and can, under certain conditions, facilitate subsurface combustion. Subsurface fires can occur as combustible materials in refuse are heated, either through burial of hot loads with other refuse or through an aerobic decomposition process. Because combustion requires a continuous source of oxygen, subsurface fires can be controlled by avoiding air intrusion and maintaining proper balance of a landfill gas collection system. While open flames are not likely to occur during a subsurface fire, accelerated or sudden localized settlement of refuse and cover materials in the vicinity of the fire can occur. Although this localized settlement can affect landfill operations, potential subsurface fires would not result in any significant impacts to users of the landfill or the general public, as few persons have access to covered parts of a landfill.

Safety and health hazards such as fires or explosions could occur if landfill gas (LFG) containing methane or toxic gases is permitted to migrate into nearby buildings. The existing LFG control and monitoring system at the Olinda Alpha Landfill would reduce LFG migration and associated potential impacts associated with the proposed project to below a level of significance.

Would the project: (i) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment

wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?

No Impact. The proposed project does not include the development of new or retrofitted stormwater control BMPs.

15. Public Services

Would the project: (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: (i) Fire protection?

Potential Significant Impact. The nearest fire station to Olinda Alpha Landfill is City of Brea Station #4, at 170 Olinda Place, off of Carbon Canyon Road. Station #4 is located less than two and a half miles southwest of the landfill.

Fires could be caused at the Olinda Alpha Landfill when combustible refuse, vegetation or litter in the landfill is ignited by sparks from vehicles, lighted cigarettes or matches thrown from vehicles or from tipping of hot or smoldering loads. The design and operation of the landfill incorporates fire safety requirements. In addition, the Olinda Alpha Landfill has regulatory mandates requiring extensive operational procedures for the prevention and control of fires. Equipment used in landfilling, such as earth movers and water trucks, would also be available for use in controlling and extinguishing fires on or adjacent to this landfill. The vertical and horizontal expansion at the landfill would result in a time extension in demand for fire protection associated with the increased life of the landfill under the proposed project. It is anticipated that personnel and equipment from Station #4 will be required to provide fire service to the landfill site for the duration of the proposed project.

Would the project result in need(s) for new/altered government facilities/services in (a)(ii) police protection?

No Impact. The nearest police station to Olinda Alpha Landfill is at 1 Civic Center Circle in the City of Brea, approximately five miles southwest of the landfill. No increase in traffic is expected due to the vertical and horizontal expansion of the landfill because the permitted tons per day will not change under the proposed project. The existing police services in the area would be adequate to meet the demand for police protection services under the proposed project. Therefore, the proposed project will not result in adverse impacts related to police services.

Would the project result in need(s) for new/altered government facilities/services in (a)(iii) schools?

No Impact. The proposed project will not adversely impact schools since no new population increases are associated with the expansion plan.

Would the project result in need(s) for new/altered government facilities/services in (a)(iv) parks?

Potential Significant Impact. The vertical and horizontal expansion of Olinda Alpha Landfill is proposed within the existing boundary of this site and will not impact any existing or planned trails. The landfill site is shown on the County of Orange Master Plan of Regional Recreational Facilities as a proposed regional park. No development plans have been adopted for the future regional park. However, the ultimate configuration of recreational uses on the site may be impacted due to the proposed project, but will not foreclose the recreational opportunity. It should be noted however, that the proposed project would extend the landfill's closure date by providing additional capacity and would therefore, delay the use of this site as a recreational facility.

The conceptual alignment for the Diamond Bar Trail is in the vicinity of the expansion within the landfill site boundary. However, the implementation of this conceptual trail alignment is not planned in then near future and most likely would be implemented after closure of the landfill. If this proposed trail is implemented prior to landfill closure, it could be located outside the landfill site or, if after the landfill closes, on the landfill site. Implementation of the proposed project at Olinda Alpha Landfill would not preclude the establishment of this regional trail and is considered a less than significant impact.

Would the project result in need(s) for new/altered government facilities/services in (a)(v) other public facilities?

No Impact. The proposed project will require some permit processing by the County of Orange. However, the proposed project is not anticipated to adversely affect the County's overall ability to provide permitting services Countywide. The proposed project will not result in an increase in the number of employees at the landfill or other changes which would result in the need for other new or altered government facilities or services such as libraries or jails. Therefore, the proposed project will not result in adverse impacts related to other governmental services.

16. Utilities and Service Systems

Would the project: (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?

No Impact. The proposed project would not result in the construction of new or expanded water or wastewater treatment facilities. In addition, the project would not exceed wastewater treatment requirements.

Would the project: (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

No Impact. The project would not result in the need for the off-site construction of new or expanded stormwater drainage facilities. With the development of the proposed project, the existing landfill stormwater collection system that consists of a series of drainage channels, berms, interceptor ditches and sedimentation basins would be extended to landfill expansion areas as appropriate. This would occur in areas already disturbed by landfill operations and would not result in any additional environmental impacts.

Would the project: (d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The proposed vertical and horizontal expansion at Olinda Alpha Landfill would extend the use period of this landfill. Therefore, the proposed project will result in an increase in the total amount of water needed over time including offices, earthwork, dust control, on-site road construction and other on-site improvements. However, the proposed expansion is not anticipated to result in a substantial increase in the amount of water currently used daily at the landfill. The existing water facilities and supplies are anticipated to be adequate to continue providing water to the landfill over the extended use period of Olinda Alpha Landfill under this proposed project. Therefore, the proposed project will not result in significant adverse impacts related to water treatment and distribution facilities.

Would the project: (e) Have adequate wastewater treatment capacity?

No Impact. The proposed vertical and horizontal expansion at Olinda Alpha Landfill will increase the use period of the landfill and will result in an increase in the total amount of sewage generated over the life of the landfill. However, the proposed expansion is not anticipated to result in a substantial increase in the amount of sewage currently generated daily at Olinda Alpha Landfill. The existing wastewater facilities are anticipated to be adequate to accommodate the additional sewage generated at Olinda Alpha Landfills over the extended use period of the landfill under the proposed project. Therefore, the proposed project will not result in significant adverse impacts related to sewer or septic systems.

Would the project: (f) disposable served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; (g) Comply with federal, state and local statutes and regulations related to solid waste?

No Impact. The proposed vertical and horizontal expansion will extend the use period of Olinda Alpha Landfill and will provide additional capacity for MSW. Therefore, the proposed project will not result in adverse impacts to MSW disposal.

Mandatory Findings

(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self

sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history?

Potential Significant Impact. As described in the environmental analysis herein, the proposed project has the potential to degrade the environment. The proposed project will not substantially alter biological resources since the proposed horizontal expansion area of the Olinda Alpha Landfill previously has been disturbed. There are no waters of the U.S. or wetlands, endangered flora or fauna, or habitat conservation areas within the proposed expansion areas which are located entirely within the landfill property boundary. The proposed project would not result in any impacts to archaeological resources because the site has been previously disturbed by landfill operations.

There are no known historical resources on the proposed project site. Therefore, the proposed Olinda Alpha Landfill expansion will not result in any adverse impacts to historical resources.

(b). Does the project have possible environmental effects, which are individually limited but cumulatively considerable (“cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Potential Significant Impact. Implementation of the proposed project may result in cumulative impacts. These impacts will be considered in detail in the EIR.

(c). Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potential Significant Impact. Implementation of the proposed project may result in adverse environmental effects. These impacts will be evaluated in detail in the EIR.

Determination

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

The proposed project may have a significant effect on the environment which has not been previously analyzed. Therefore, an environmental impact report (EIR) is required.

5.0 NAMES OF PREPARERS

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6.0 REFERENCES

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Herrick, Craig, Safety Coordinator Representative. Public Facilities and Resources Department. County of Orange. Pers. comm., December 11, 2003.

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INTEGRATED WASTE MANAGEMENT DEPARTMENT
320 N. FLOWER STREET, SUITE 400
SANTA ANA, CALIFORNIA 92703

NOTICE OF PREPARATION

DATE: January 8, 2004 (Previously issued September 9, 2002)

SUBJECT: Notice of Intent to Prepare Draft Environmental Impact Report # 588

Project Title: Regional Landfill Options for Orange County (RELOOC) Strategic Plan-Olinda Alpha Landfill Implementation

Applicant: County of Orange Integrated Waste Management Department

Project Contact: Linda Hagthorp, Public Information Officer Phone: (714) 834-4176
Fax: (714) 834-4057

The County of Orange Integrated Waste Management Department (IWMD) has conducted an Environmental Analysis Checklist for the RELOOC Strategic Plan-Olinda Alpha Landfill Implementation project and has determined that an Environmental Impact Report (EIR) is necessary. The County of Orange IWMD will be the Lead Agency for the subject project and will prepare the EIR. In order for your concerns to be incorporated into the EIR, we request your input as to the scope and content of the environmental information. In the case of some agencies receiving this Notice, your agency must consider the EIR prepared by the County of Orange IWMD when considering a permit or approval for the project. Please restrict your comments to issues to be addressed in the EIR relevant to your agency's statutory responsibilities for the proposed project. The project description, location, a description of alternatives under review and an analysis indicating the probable environmental effects of the proposed action are contained in the attached materials. Interested individuals and groups also are invited to comment on the issues to be addressed in the EIR.

Please be advised that any written comments received in response to the Notice of Preparation (NOP) previously issued on September 9, 2002 will be retained and incorporated into the Draft EIR if we are requested to do so by the commentor. Otherwise, we encourage recipients of this reissued NOP to provide comments specifically on issues to be addressed in Draft EIR 588 for the amended project.

Pursuant to Section 21080.4 of CEQA, your response must be sent as soon as possible but *not later than 30 days after receipt of this notice*.

A public Scoping Meeting is scheduled for January 22, 2004 at Brea City Hall in the City Council chambers at 7:30 PM. All parties are invited to attend this meeting to provide comments and input on the contents of the Draft EIR for this project.

All parties that have submitted their names and mailing addresses will be notified if any significant changes in the proposed project occur. If you wish to be placed on the mailing list, please submit your name and mailing address to the contact person at the address below. If you have any questions or need additional information, please call the IWMD Project Contact at the number listed above. The mailing address is County of Orange, Integrated Waste Management Department, Office of Public Affairs, 320 North Flower Street, Suite 400, Santa Ana, CA 92703.

Submitted by:

Ray Hull, RELOOC Project Manager

Attachment: Project Description and Alternatives
Initial Study

NOTICE OF PREPARATION For Draft EIR 588

Regional Landfill Options for Orange County (RELOOC) Strategic Plan - Olinda Alpha Landfill Implementation

1.0 INTRODUCTION

In compliance with the California Environmental Quality Act (CEQA), the County of Orange's Integrated Waste Management Department (IWMD) is preparing an Environmental Impact Report (EIR) to consider potential impacts from its proposed vertical and horizontal expansion of the Olinda Alpha Landfill. This Notice of Preparation (NOP) is being provided to Responsible Agencies, trustee agencies, federal, state and local agencies and other interested parties for the purpose of soliciting comments on the scope of the EIR and potential environmental impacts that may result from this proposed action.

2.0 BACKGROUND

2.1 REGIONAL LANDFILL OPTIONS FOR ORANGE COUNTY (RELOOC)

Strategic Planning

Strategic planning for municipal solid waste (MSW) needs in Orange County is the responsibility of the IWMD. The IWMD's mission is "...to meet the solid waste disposal needs of Orange County through efficient operations, sound environmental practices, strategic planning, innovation and technology." Regional Landfill Options for Orange County (RELOOC) is a short- and long-term strategic planning project initiated by IWMD in 1998 to address existing disposal system capabilities and future needs, and to develop viable short- and long-term solid waste disposal options. Following completion of the planning and feasibility phase of RELOOC, the Orange County Board of Supervisors selected the Strategic Plan (described below) as the preferred alternative to be evaluated in an EIR. The RELOOC Strategic Plan provides a framework for solid waste management over the next 40 years in the most cost-effective manner. The RELOOC Strategic Plan includes a two-phased approach to accomplishing this goal.

Phase I strategies include fully utilizing existing landfill system capacity by:

- Maximizing operational efficiency at existing landfills.
- Expanding FRB and Olinda Alpha landfills.
- Promoting diversion, recycling and market development with the public and haulers.
- Seeking to resolve community concerns related to the extended use of the existing landfills.
- Annually reviewing the RELOOC Strategic Plan and modifying it as appropriate in response to disposal industry trends and advances in technology.

Phase II strategies consist of a series of studies, which will:

- Determine if there is a need to increase the daily amount of solid waste permitted at the Prima Deshecha Landfill five years prior to the closure of the Olinda Alpha Landfill.
- Identify strategies to support, develop and implement feasible, viable alternative technologies or other approaches to maximize landfill capacity for possible consideration in future waste disposal agreements.
- Complete a study to determine the feasibility of expanding FRB Landfill into adjacent Round Canyon prior to re-negotiation of the 2017-2027 Waste Disposal Agreements.

The purpose of this EIR is to analyze potential impacts and provide environmental documentation for the implementation of the RELOOC Strategic Plan component to expand the Olinda Alpha Landfill, proposed as a Phase I strategy in the RELOOC Strategic Plan. A detailed discussion of the proposed project based on parameters developed pursuant to the Strategic Plan is provided below in Section 4.0.

The only other Phase I strategy component requiring CEQA analysis is the expansion of the Frank R. Bowerman (FRB) Landfill, which will be addressed in a separate EIR when the expansion plan for that site is better defined. A major landslide that occurred at the FRB Landfill in early 2002 has required extensive geotechnical investigation, landslide remediation design, biological resource evaluations and coordination/permitting with resource agencies in developing a remediation design for full development of the site. It is anticipated that the CEQA and resource agency approval process for the FRB Landfill will be lengthy. Since the Olinda Alpha and FRB components are independent of each other, a separate EIR will be prepared for the FRB Landfill expansion component of RELOOC Phase I once the full extent of the landslide remediation needs and its effect on the current master plan effort are known. In order to reduce further delays in implementing the overall RELOOC Phase I strategy, the implementation of the Olinda Alpha Landfill expansion is being proposed now.

The Phase II strategies are considered studies and are not subject to CEQA requirements. The Phase II strategies are considered long-term RELOOC program components and, if determined to be feasible as a result of future studies, may be selected for analysis in accordance with CEQA requirements at a later date during the RELOOC 40-year planning timeframe.

RELOOC Planning Process

The RELOOC planning process included the formation of a Steering Committee to provide policy guidance for the strategic planning process. The Committee's formation was developed in consultation with the County of Orange Waste Management Commission. Membership within the Steering Committee consisted of representatives from the:

- Orange County community at-large.
- City Managers Solid Waste Working Group.
- Landfill Host Cities (i.e., Brea, Irvine, San Juan Capistrano and San Clemente).
- Waste Management Commission.
- League of California Cities (Orange County Division).

- IWMD.
- County of Orange (County Executive Office).

The RELOOC Steering Committee directed the Consultant Team (comprised of landfill engineers, environmental experts and other individuals under contract with the IWMD) to evaluate a number of strategic planning options that would meet the short- and long-term RELOOC strategies. Key tasks assigned to the Consultant Team were:

- Identification of available options.
- Capacity analysis.
- Demand analysis.
- Economic analysis.
- Environmental impacts analysis.
- Evaluation (or goal achievement) matrix of options.
- Recommended Strategic Plan.

The RELOOC planning process involved extensive community and agency outreach and was an important element in the evaluation and selection of available options. In the ranking of options, community acceptance was one of five criteria used and was evaluated using a Community Involvement Program (CIP) developed specifically for RELOOC. The CIP and preliminary findings of the RELOOC Feasibility Study Report (FSR) were presented to the Orange County City Managers Association's Solid Waste Working Group (SWWG). As an outcome of input received from the SWWG and concurrence by the RELOOC Steering Committee, a phased approach to RELOOC developed. The phased approach to RELOOC was presented in a series of meetings and briefings to community groups, City Councils, Chambers of Commerce, and the community-at-large, primarily within the host cities affected by the phased approach. These meetings were conducted between August 23, 2001 and October 18, 2001. Based upon recommendations from the community, the SWWG and subsequent action by the RELOOC Steering Committee, a phased approach for the RELOOC Strategic Plan, previously discussed above, was selected by the County Board of Supervisors for CEQA analysis in May 2002.

In September 2002, an NOP for EIR 588 was circulated for public review that identified the RELOOC Phase I strategies. That NOP described vertical and horizontal expansions of the Olinda Alpha and FRB landfills based on preliminary information on the complex geological conditions at FRB Landfill available at that time scoping meetings were held in September, 2002 to receive public comments on the NOP for EIR 588. Since then, extensive work has occurred at the FRB Landfill to develop a landslide remediation design and, as discussed above, the approval process for that project is anticipated to be lengthy may take a number of years to complete. In order not to further delay the implementation of the Olinda Alpha Landfill expansion component of RELOOC Phase I, this EIR 588 is being prepared separate from an EIR to be prepared at a future date for the FRB Landfill expansion component of RELOOC Phase I. Each of these landfill expansion projects is independent of and does not alter the need for or impacts of the other.

2.2 COUNTY OF ORANGE SOLID WASTE DISPOSAL SYSTEM

Active Landfills and Former Refuse Disposal Stations

IWMD operates three MSW landfills strategically located throughout the County. Figure 1 shows the location of the three active landfills in Orange County (Olinda Alpha, Frank R. Bowerman and Prima Deshecha). Olinda Alpha Landfill serves northern Orange County. It also receives MSW from Los Angeles, San Bernardino and Riverside Counties. FRB Landfill serves the central area of the County and also receives MSW from southeastern Los Angeles County. FRB Landfill is the newest landfill in the system. Prima Deshecha Landfill serves the southern areas of Orange County and also receives MSW from cities in northern San Diego County and southern Los Angeles County. Importation of MSW from Los Angeles, San Bernardino and Riverside Counties will cease in 2015. At about that time, Olinda Alpha Landfill will need to import cover material if the landfill closure date is extended. It is anticipated that the truck trip reduction that occurs with the cessation of MSW importation at Olinda Alpha Landfill will offset the increase in truck trips required for the transport of cover material.

In addition to the management of the landfill disposal system, the IWMD is responsible for a range of activities at a number of former refuse disposal stations including the closed Coyote Canyon Landfill and the inactive Santiago Canyon Landfill that is currently going through final closure construction. A discussion of the three active landfills and the County's Landfill operations is provided herein.

Household Hazardous Waste Collection Centers

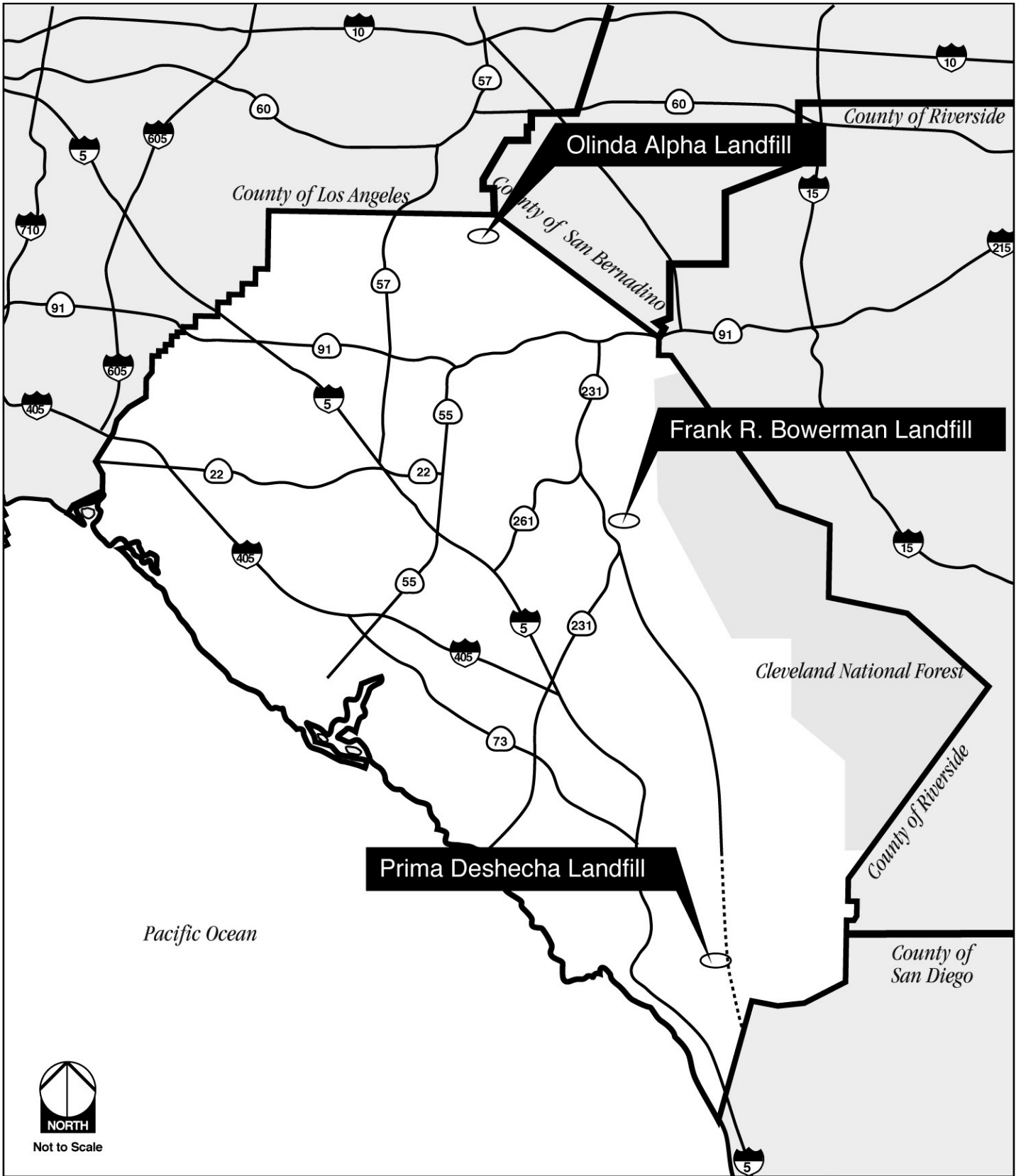
IWMD also operates four household hazardous waste (HHW) collection centers within the County that provide easily accessible disposal facilities for Orange County residents to properly dispose of HHW, thereby reducing the amount of HHW being improperly delivered to the landfills.

Landfill Operations

All of the County's active landfills are deep canyon, cut and cover facilities where the majority of waste is brought to the site from commercial haulers. To determine tipping fees, trucks are weighed by scales before entering the facility and then driven to a designated area of the landfill for waste disposal. The IWMD heavy equipment operators use compactors, bulldozers and large earthmovers to push and compact waste for ultimate burial and daily covering by soil or an approved alternative. No waste is left uncovered at the end of the working day.

Environmental Regulations

Landfill operation in the State of California is highly regulated and monitored by federal, state and local agencies. All Orange County landfills comply with the applicable California Code of Regulations (CCR) (primarily Title 27) and the Code of Federal Regulations, Title 40 (CFR), Parts 257 and 258 (Subtitle D) for landfills. The Olinda Alpha Landfill is a Class III landfill



Not to Scale

Note: Project only includes landfill expansions at the FRB and Olinda Alpha Landfills;
only implementation of bio-cell technology at Prima Deshecha Landfill

RELOOC Strategic Plan - Olinda Alpha Landfill Implementation
Regional Location of Orange County Landfills

Figure
1

permitted for the disposal of non-hazardous MSW. State law requires that landfills operate under the various regulatory requirements of the California Integrated Waste Management Board (CIWMB) that exercises its authority through the approval of Solid Waste Facilities Permits (SWFPs) issued by the Local Enforcement Agency (LEA). The LEA for Orange County landfills is the County of Orange Health Care Agency, Environmental Health Division.

Additionally, the Regional Water Quality Control Board (RWQCB) regulates landfill operations and designs to ensure protection of surface water and groundwater. The RWQCB exercises its authority through issuance of Waste Discharge Requirements (WDR). The South Coast Air Quality Management District (SCAQMD) also regulates landfill operations related to landfill gas emissions, subsurface gas migration, and fugitive dust control for Orange County landfills. Environmental monitoring of air, landfill gas (LFG) and groundwater is conducted at all the sites to detect LFG migration or groundwater contamination. A LFG extraction system and flare station are located at each site for LFG control. In addition, utilization of LFG for energy production currently is being conducted at Olinda Alpha and Prima Deshecha landfills and is in the development stages for the FRB Landfill. A groundwater remediation program including extraction wells and treatment currently is ongoing at Olinda Alpha Landfill. Additional LFG extraction wells and increased groundwater monitoring have been implemented at Prima Deshecha and FRB landfills to determine whether any groundwater remediation efforts also may be required at these sites.

Although the CIWMB has primary oversight and regulatory responsibilities for the landfills in Orange County and has designated the County of Orange Environmental Health Care Agency, Environmental Health Division as its LEA, landfills also are regulated through other laws enforced by agencies at the federal, state and local regulatory levels. In addition to the RWQCB and SCAQMD, these agencies include: U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE), California Department of Fish and Game (CDFG), Orange County Fire Authority (OCFA) and the County of Orange Public Facilities & Resources Department (PFRD). Adherence to applicable laws and regulations would be required as part of project approval and operating conditions.

Landfill System Capacity

A variety of factors are utilized to determine landfill system capacity including total air space, refuse volume, liner volume, refuse-to-soil ratio and other factors. Based upon these factors, IWMD's records show that the current permitted remaining refuse capacity for Olinda Alpha, FRB and Prima Deshecha landfills is 23.9, 49.2 and 42.8 million tons, respectively, as of June 30, 2003. The Prima Deshecha Landfill is currently undergoing a permit revision process that will increase its remaining refuse capacity from 42.8 million tons to 76.4 million tons (as of June 30, 2003).

The permitted daily tonnage limit for FRB Landfill is 8,500 tons per day (TPD) of refuse. However, under the Settlement Agreement with the City of Irvine, the FRB Landfill currently is allowed to accept an annual average of 7,785 TPD (as of December 2003) and can increase this average daily rate by 1.75% per year until it reaches the permitted maximum of 8,500 TPD. The permitted daily tonnage limit for Olinda Alpha Landfill is 8,000 TPD of refuse. However, under

the Memorandum of Understanding with the City of Brea waste disposal is limited to an annual average of 7,000 TPD. The permitted daily tonnage for Prima Deshecha currently is 4,000 TPD.

Existing Landfill Agreements and Permits

A number of landfill agreements and permits currently are in place with Orange County cities, waste haulers and regulatory agencies responsible for oversight of the County's landfills. In addition to those regulatory agency permits and city agreements described above, the County also has ten-year Waste Disposal Agreements (WDA) with contract cities that are subject to negotiation for renewal by June 2004. The negotiations for renewal will need to be extended since the county landfill system will not have been defined by June 2004. Approval of the Olinda Alpha Landfill expansion is a key component of the system implementation required for negotiation of WDAs for an additional ten-year period.

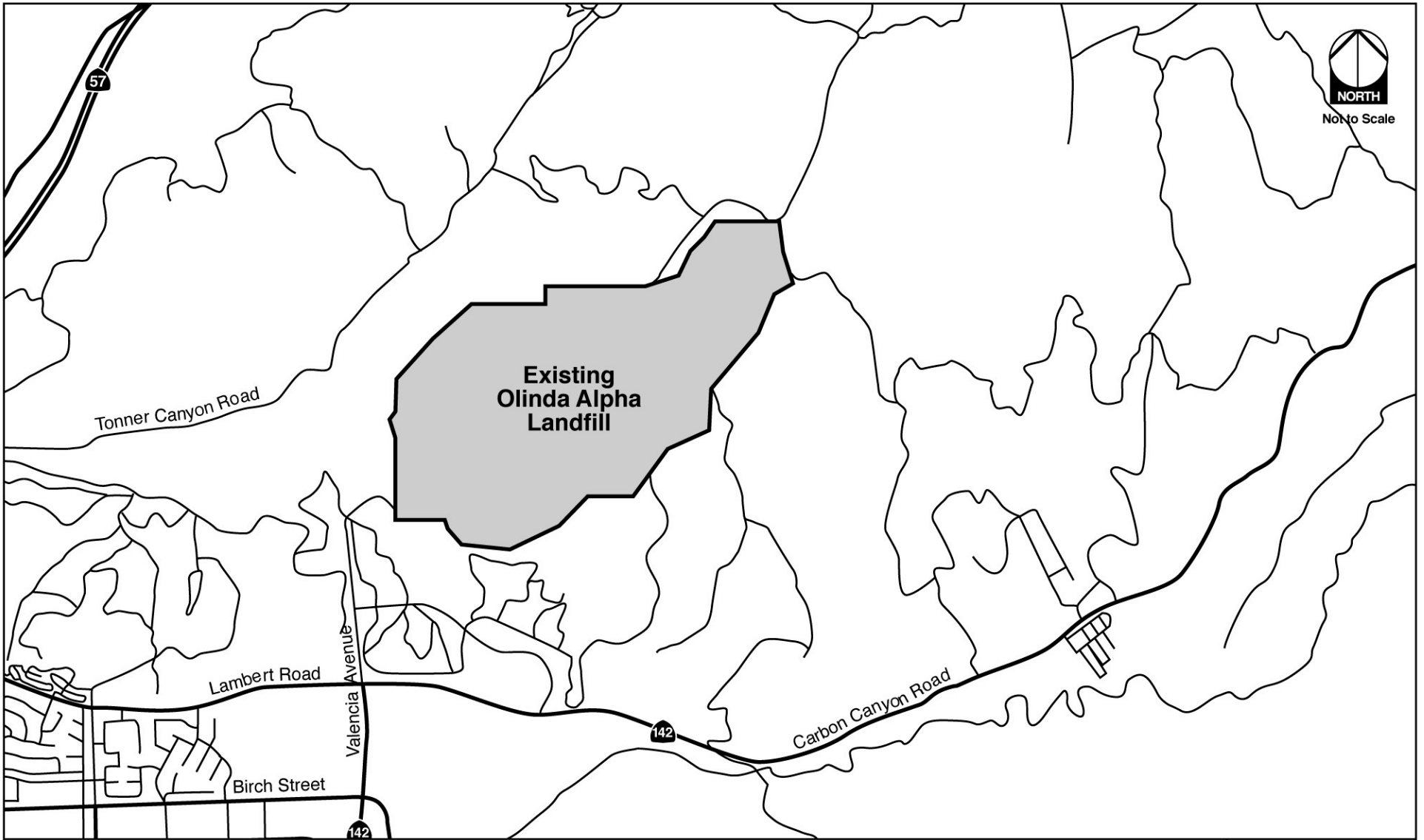
Existing Landfill Characteristics

Olinda Alpha Landfill

The Olinda Alpha Landfill is located at 1942 North Valencia Avenue near the City of Brea. This landfill opened in 1960. The site is comprised of 565 acres with approximately 420 acres permitted for refuse disposal. Access to the site is via Valencia Avenue as shown in Figure 2. The landfill is open Monday through Saturday from 6:00 A.M. to 7:00 A.M. for transfer trucks only and 7:00 A.M. to 4:00 P.M. for all commercial and non-commercial deliveries. Commercial haulers based both within and outside the County deliver to the site. Refuse disposal by private citizens is allowed and is limited to Orange County residents. Only municipal solid waste (MSW) is accepted at the landfill, although limited special wastes (i.e., tires) also are accepted. Hazardous materials such as asbestos, batteries, chemicals, paints, non-autoclaved medical waste and other substances considered hazardous are not accepted at this landfill.

A Memorandum of Understanding (MOU) between the County and the City of Brea limits daily waste disposal to an annual average of 7,000 tons per day (TPD). However, the Olinda Alpha Landfill's Solid Waste Facility Permit (SWFP) currently allows a daily maximum of 8,000 TPD of MSW. The IWMD is in the process of increasing the daily tonnage limit to 10,000 TPD for up to 36 days per year to allow for increased tonnage days. These increased tonnage days would be floating (not designated) and by the end of the year all 36 days may not be used. Unused floating days would not roll over to the next year. It is anticipated that most of the increased tonnage days will fall immediately preceding or following a holiday. The annual average TPD at the Olinda Alpha Landfill will remain at 7,000 TPD.

The landfill is required to comply with numerous landfill regulations from federal, state and local regulatory agencies. The landfill is also subject to regular inspections from the CIWMB and the Board's LEA, the RWQCB and the SCAQMD to assure compliance with applicable regulations. The current closure date for the landfill would be December 2013.



RELOOC Strategic Plan - Olinda Alpha Landfill Implementation
Olinda Alpha Landfill Location Map

Figure
2

Frank R. Bowerman Landfill

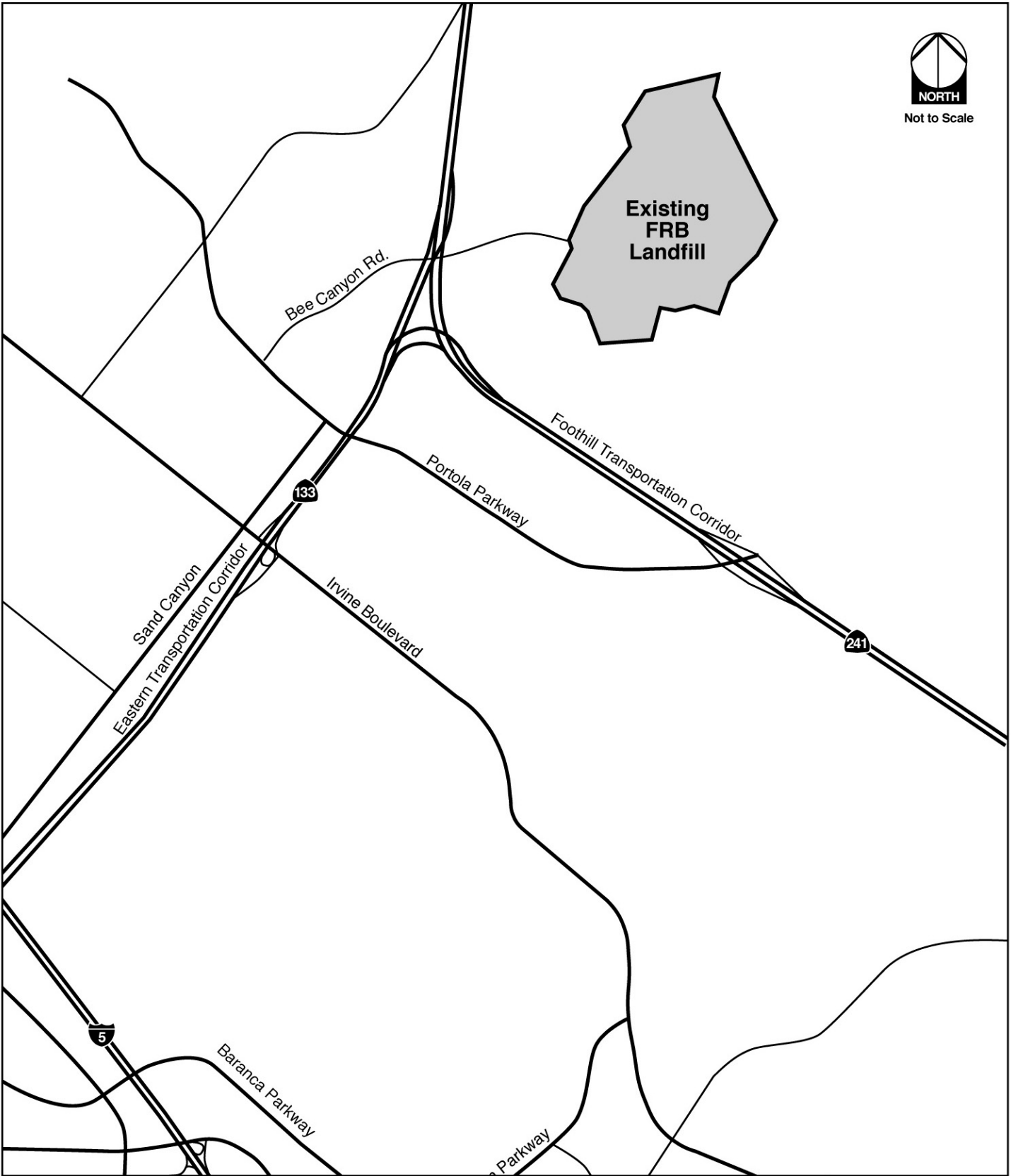
As shown in Figure 3, FRB Landfill is located at 11002 Bee Canyon Access Road in the City of Irvine. Access is available from the Santa Ana Freeway, (Interstate 5, I-5) or the San Diego Freeway (Interstate 405, I-405). The major cross streets are Sand Canyon and Portola Parkway. The facility is open Monday through Saturday, 7:00 A.M. to 4:00 P.M. for all commercial customers. Transfer trucks only are permitted from 4:00 P.M. to 5:00 P.M. Only MSW from commercial haulers and vehicles operating under commercial status are accepted at this landfill. Commercial status is verified by either showing a business license or current tax return to a fee booth attendant or participating in the County's deferred payment account process. Hazardous materials such as asbestos, batteries, chemicals, paints, medical waste and other substances considered hazardous are not accepted at this landfill.

Under the Settlement Agreement with the City of Irvine, the FRB Landfill is currently allowed to accept an annual average of 7,785 TPD (as of December, 2003) and can increase this average daily rate by 1.75 percent per year until it reaches a daily maximum of 8,500 TPD. The current SWFP for the FRB Landfill allows for the maximum daily tonnage limit of 8,500 TPD, but the IWMD is in the process of increasing the SWFP daily tonnage limit to 10,625 TPD to allow for up to 36 days of increased tonnage; similar to that discussed above for the Olinda Alpha Landfill. The landfill is required to comply with numerous landfill regulations from federal, state and local regulatory agencies. The landfill is subject to regular inspections from the CIWMB and the Board's LEA, the RWQCB and the SCAQMD to assure compliance with applicable regulations.

The FRB Landfill comprises approximately 725 acres with 341 acres permitted for refuse disposal. This landfill opened in 1990 and its current permit closure date is 2022 based on current operational assumptions for the future. A recent major landslide at the FRB Landfill affecting future disposal areas has caused IWMD to re-evaluate and re-design the site's Master Plan for future development. As previously discussed, a separate EIR will be prepared for the new FRB Master Plan so as not to further delay the Olinda Alpha Landfill expansion approval process. Expansion of the FRB Landfill is, therefore, not being evaluated as part of this EIR 588. Existing permit conditions at the FRB Landfill are assumed for this project description. The currently proposed end use after landfill closure is open space.

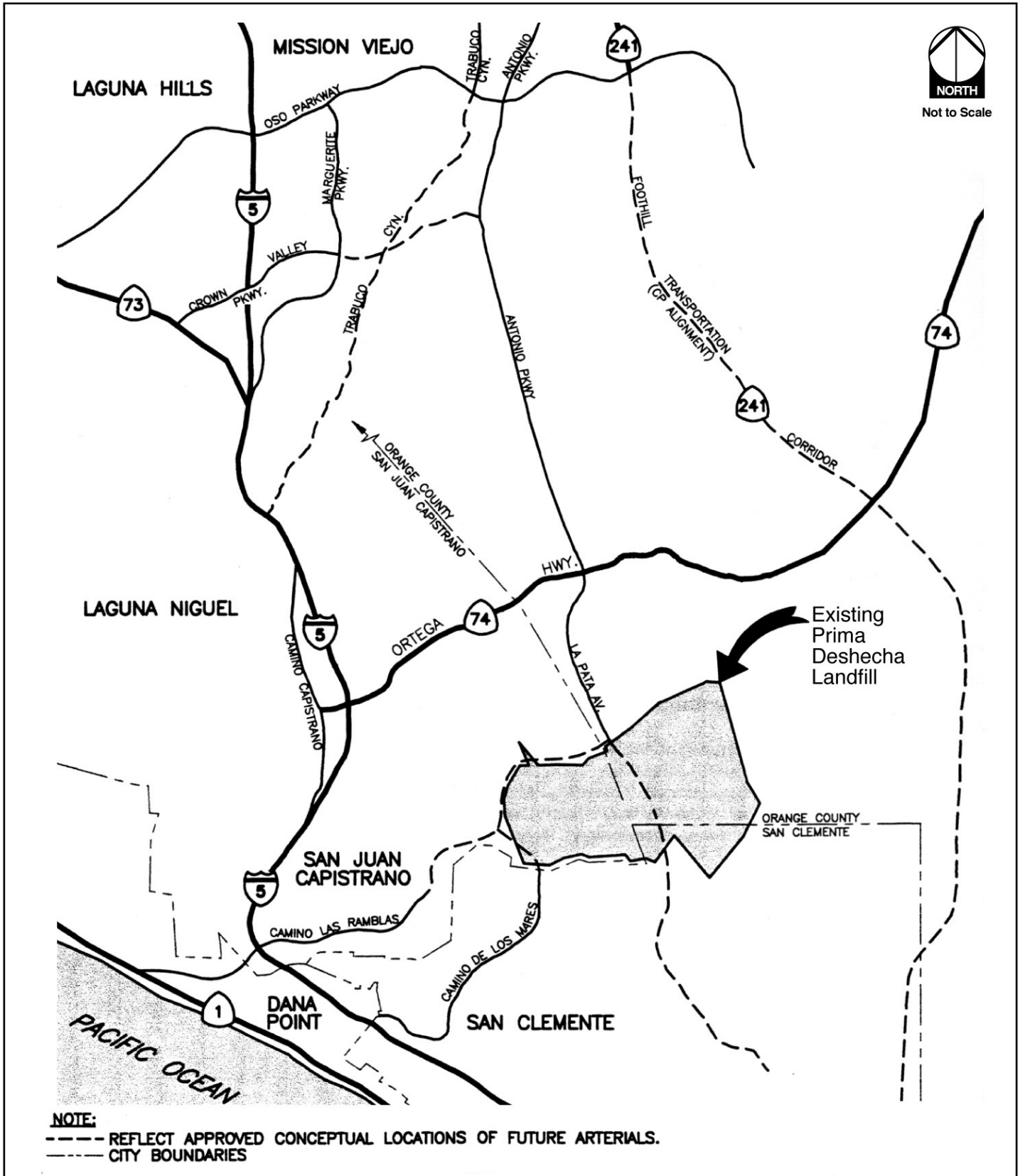
Prima Deshecha Landfill

Prima Deshecha Landfill is located at 32250 La Pata Avenue as shown in Figure 4. Portions of the landfill property are in the City of San Juan Capistrano, the City of San Clemente and in County Unincorporated Area. The facility is open Monday through Saturday from 7:00 A.M. to 4:00 P.M. for all customers. However, commercial trucks and dump trucks are exclusively permitted from 4:00 P.M. to 5:00 P.M. MSW from commercial haulers and the public is accepted at this landfill. Public access is for Orange County citizens only while commercial haulers from within and outside the County deliver to the site. Commercial haulers from outside the County can deliver by Importation Agreement only. Commercial and public access is available from Ortega Highway and La Pata Avenue.



RELOOC Strategic Plan - Olinda Alpha Landfill Implementation
Frank R. Bowerman Landfill Location Map

Figure
3



RELOOC Strategic Plan - Olinda Alpha Landfill Implementation
Prima Deshecha Landfill Location Map

Figure
 4

A limited amount of de-watered sewage sludge also is accepted at the landfill. Prima Deshecha Landfill is permitted to accept up to 4,000 TPD of MSW. The landfill is required to comply with numerous landfill regulations from federal, state and local regulatory agencies. The landfill is subject to regular inspections from the CIWMB and the Board's LEA, the RWQCB and SCAQMD to assure compliance with applicable regulations.

The Prima Deshecha Landfill comprises approximately 1,530 acres with 1,000 acres permitted for refuse disposal operations. The landfill was opened in 1976 and is scheduled to close in approximately 2067 based on the amended 2001 General Development Plan (GDP). The GDP for Prima Deshecha Landfill indicates a County regional park as its end use after landfill closure.

3.0 PROJECT OBJECTIVES

The objectives of the proposed project to expand the Olinda Alpha Landfill were derived from the RELOOC study goals and objectives and the RELOOC planning process and are as follows:

- Define future waste disposal system by 2004 to provide a basis for renegotiation of waste disposal agreements with cities.
- Ensure that the short-term disposal needs of the County's Solid Waste System are met.
- Maximize capacity of the existing landfill.
- Ensure adequate revenue and maintain local control of waste disposal to provide consistent and reliable public fees/rates.
- Maintain efficient, cost effective and high quality IWMD operations.
- Minimize adverse environmental impacts.

4.0 PROJECT DESCRIPTION

Purpose of the Project

The Regional Landfill Options for Orange County effort is a long-range strategic planning program initiated by the County of Orange's IWMD. The purpose of RELOOC is to assess the County's existing disposal system capabilities and develop viable short and long-term solid waste disposal options for the County. As part of that endeavor, the County is considering a number of short-term improvements to existing municipal solid waste landfills operated by the County's IWMD. The proposed project includes the vertical and horizontal expansion of the Olinda Alpha Landfill to meet the County's short-term solid waste disposal needs.

The draft EIR will analyze the potential environmental impacts associated with the continued operation of the Olinda Alpha Landfill from 2013 to the estimated horizon year 2021. The potential environmental impacts associated with the current landfill operations through 2013 were analyzed in the Final EIR for the North County Landfill and Alternatives Technology Study (NOCLATS).

Proposed Modifications

The proposed project includes both a vertical and horizontal expansion of Olinda Alpha Landfill disposal prism. No change in the landfill property boundary is proposed. As proposed, the height of Olinda Alpha Landfill would be increased from its current permitted level of 1,300 feet above mean sea level (MSL) to 1,415 feet above MSL or a net vertical increase of 115 feet. The horizontal expansion would include landform modifications to the northeast part of the landfill site. This modification would expand the existing refuse footprint approximately 33 acres within the existing property boundary of the Olinda Alpha Landfill. The horizontal expansion would occur only in areas that have already been disturbed by landfill operations. Figure 5 shows the current permitted vertical and horizontal limits of Olinda Alpha Landfill. Figure 6 shows the proposed limits of the vertical and horizontal expansions at the landfill under the proposed project. The expanded landfill would ultimately accommodate disposal of an additional 12.3 million tons (MT) of MSW (as of 2003) and would extend the life of the landfill from its permitted closure date of 2013 to approximately 2021, based on current population projections, daily tonnage, compaction densities, approved landfill elevations and existing disposal technologies. The proposed project would not result in any increase to either the Maximum Landfill Permitted Tonnage or the annual average daily tonnage limits for the landfill.

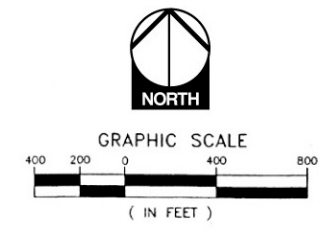
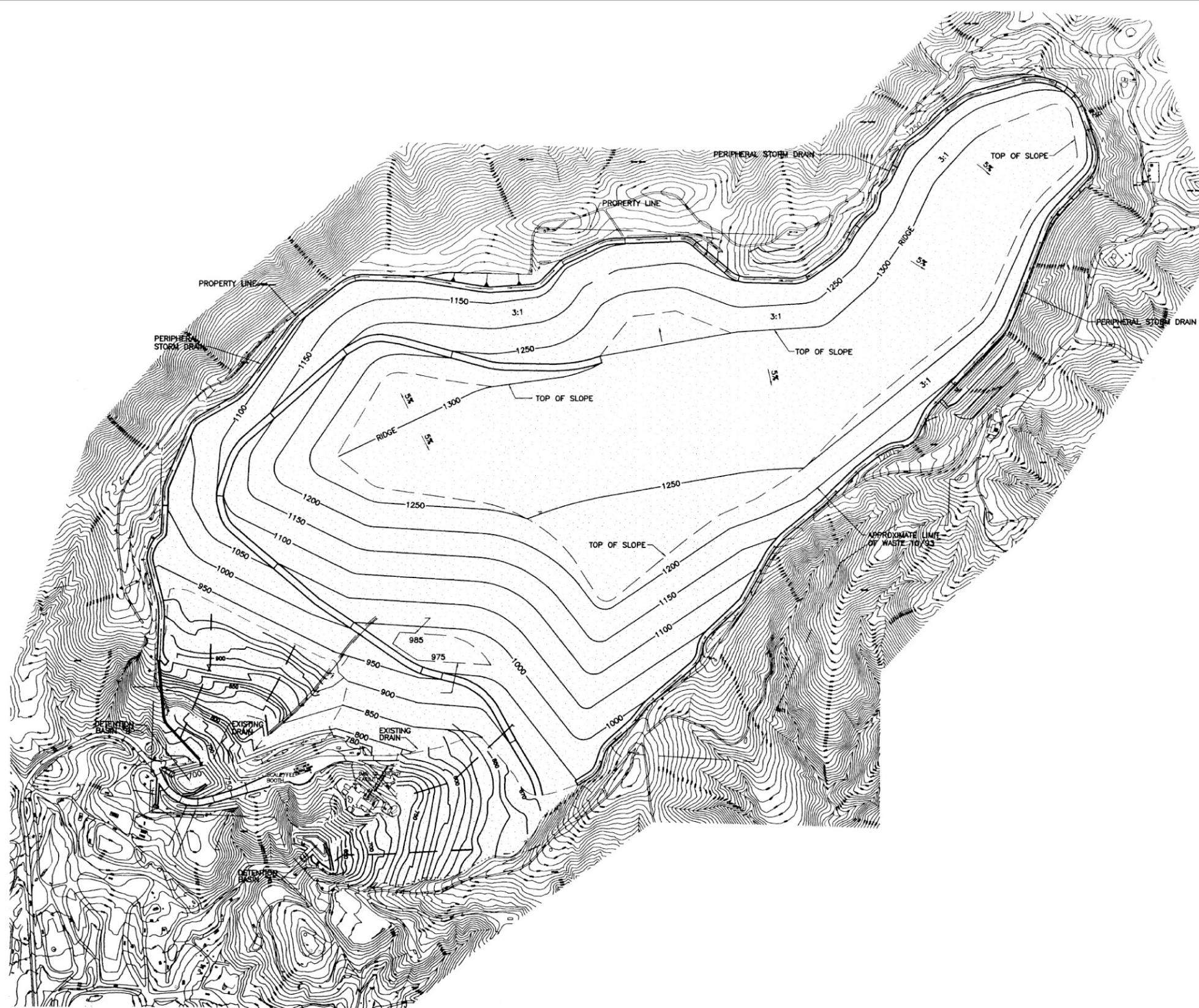
Phasing

The expansion of the Olinda Alpha Landfill would be implemented in phases and would not disturb all parts of the landfill sites at once. These phased areas of development currently are being evaluated and will be provided in the EIR.

On-site soil to be utilized for daily cover, road construction and other related uses is available at the Olinda Alpha Landfill through closure in 2013; the site currently accepts dirt and continues to stockpile on-site for future cover use beyond 2013. When on-site soil for cover is depleted at the Olinda Alpha Landfill, soil will need to be imported to the site. Truck traffic associated with soil import is anticipated to be less than or equal to import refuse truck traffic, which will cease in 2015. Fill and cover techniques at the landfill would be similar to the methods currently employed. Waste would be deposited, compacted and covered daily using appropriate landfilling methods.

Waste Composition

The waste composition at the Olinda Alpha Landfill under the proposed project would not differ from that currently received at this landfill. Non-hazardous MSW would comprise the waste stream and existing screening safety mechanisms would continue to be employed to ensure that hazardous materials are not accepted. Access to Olinda Alpha Landfill would remain unchanged, with access provided via Valencia Avenue. The total number of trips per day to the landfill for MSW disposal would not increase under the proposed project because the permitted daily tonnage accepted at Olinda Alpha Landfill would not increase compared to existing conditions. The additional traffic associated with soil import for cover use at Olinda Alpha Landfill by the year 2017 would be offset by the cessation of refuse importation.



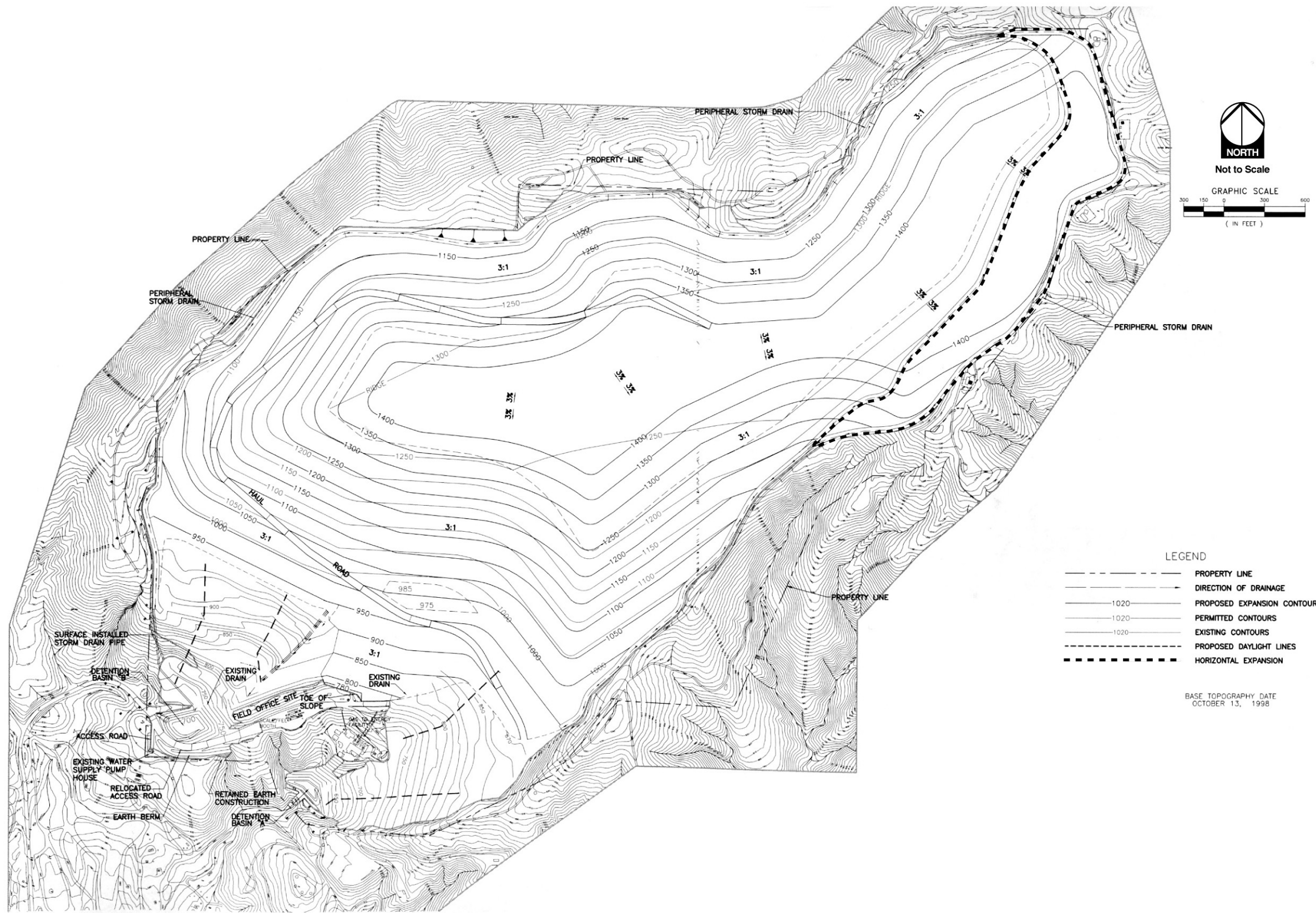
LEGEND

--- (dashed line)	PROPERTY LINE
--- (line with arrows)	DIRECTION OF DRAINAGE
--- (solid line)	PROPOSED CONTOURS
--- (dashed line)	PROPOSED DAYLIGHT LINES
--- (solid line)	EXISTING CONTOURS

Source: Bryan A. Stirrat & Associates

**RELOOC Strategic Plan - Olinda Alpha Landfill Implementation
Final Grading Plan (Permitted - 1996)**

**Figure
5**



RELOOC Strategic Plan - Olinda Alpha Landfill Implementation
Proposed Expansion Plan Map

Figure
6

Other Project Features

The project may require that additional buildings and structures be constructed at the Olinda Alpha Landfill and may include additional gas control facilities. However, the number of employees at the landfill will not change with implementation of the proposed project. Employees would continue to perform landfill operations including administration, landfill cover operations and other landfill-related operations. The number and types of equipment utilized at the Olinda Alpha Landfill also would remain unchanged. The operating schedule at the Olinda Alpha Landfill would remain unchanged after implementation of the proposed project.

Surface water drainage systems, landfill gas collection and control systems, and leachate collection and recovery systems will be expanded, as necessary, to accommodate expansion of the Olinda Alpha Landfill.

5.0 ALTERNATIVES CONSIDERED

Section 15126.6(a) of the CEQA Guidelines indicates that "...an EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Further, Section 15126(c) of the CEQA Guidelines notes, "...the range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects."

The alternatives to the proposed project, which would meet most of the defined project objectives, are described in the section following the No Project (No Action) Alternative:

5.1 ALTERNATIVE 1 - NO PROJECT (NO ACTION)

The No Project Alternative would include no action by the County of Orange. Under this Alternative, neither the vertical nor horizontal expansion at the Olinda Alpha Landfill would occur. All three County landfills would operate at their existing permitted capacities with no increase in long-term physical capacity or daily tonnage received at each respective landfill. These landfills would continue to operate based on their permitted capacity and closure dates. As such, under this Alternative, the Olinda Alpha Landfill would continue to receive up to an annual average of 7,000 TPD of MSW under an MOU between the City of Brea and IWMD and would operate until its permitted closure date of 2013. Under this Alternative importation of waste into the Orange County disposal system will end in 2013. Upon its closure, approximately 2,500 TPD of MSW, which is in excess of what could be accommodated at the FRB and Prima Deshecha landfills, would have to be accommodated at landfills outside of Orange County, since no increases in daily tonnage at FRB or Prima Deshecha landfills are assumed under the No Project Alternative. The projected excess TPD of MSW to be exported out of County is based on population projections for the system demand by 2021 and allowances for daily peak refuse inflow rates. Out-of-County landfills would have to be permitted to accept the excess tonnage

from Orange County and may include El Sobrante Landfill in Riverside County and/or the Mid-Valley Landfill in San Bernardino County.

5.2 ALTERNATIVE 2 – TWO LANDFILL SYSTEM IN 2013 (PRIMA DESCHECHA DAILY TONNAGE INCREASE)

Assumptions

- Increase permitted TPD at Prima Deshecha Landfill to a maximum daily limit of 5,000 tons per day TPD and a daily maximum of 6,250 TPD for 36 increased tonnage days when Olinda Alpha Landfill closes in 2013.
- TPD at FRB Landfill remains at 8,500 TPD, as an annual average and 10,625 TPD as a daily maximum for increased tonnage days.
- No expansion at Olinda Alpha Landfill
- County importation at all landfills ceases in 2013.

This Alternative would include increasing the current maximum TPD at Prima Deshecha Landfill from 4,000 to 5,000 TPD as an annual average when Olinda Alpha Landfill closes at its permitted closure date of 2013. This increase would accommodate projections for the system demand in the EIR estimated horizon year 2021 based on forecasted population growth. A maximum daily TPD of 6,250 also is proposed to allow for up to 36 increased tonnage days anticipated mostly to fall on days immediately preceding or following a holiday. The FRB Landfill's permitted TPD received would remain unchanged at 8,500 TPD as a maximum daily limit and 10,625 TPD for 36 increased tonnage days.

Under this Alternative, no expansion or extension of Olinda Alpha Landfill's closure date would occur. All importation of waste from out of the County would cease in 2013 when there is no longer capacity in the system to accommodate imported waste. Prima Deshecha Landfill's 2001 General Development Plan remaining refuse capacity would remain unchanged at 77.6 MT (as of January 2002). However, the incremental increase of Prima Deshecha's in-flow waste stream from 4,000 to a maximum daily limit of 5,000 TPD and a maximum daily limit of 6,250 TPD for 36 increased tonnage days would accelerate its anticipated closure date from 2067 to approximately 2056 based on current population projections and existing disposal technologies. The accelerated closure date to 2056 results in a net reduction of 11 years.

Under this alternative, the number of truck trips to Prima Deshecha Landfill would increase although the duration of the trips would be reduced since the life of the landfill would be shortened.

Under this Alternative, the County's MOU with the Cities of San Juan Capistrano and San Clemente would need to be amended prior to 2013 to provide for the increase in annual average and maximum daily tonnages. Similarly, permits currently in-place with the CIWMB and other regulatory agencies with jurisdictional oversight for the landfill would need to be amended.

5.3 ALTERNATIVE 3 – TWO LANDFILL SYSTEM IN 2013 (FRANK R. BOWERMAN DAILY TONNAGE INCREASE)

Assumptions

- Increase permitted TPD at FRB Landfill to a maximum daily limit of 9,500 TPD and a daily maximum of 11,875 TPD for 36 increased tonnage days when Olinda Alpha Landfill closes in 2013.
- TPD at Prima Deshecha Landfill remains at a maximum daily limit of 4,000 TPD and is increased to allow for a daily maximum 5,000 TPD for 36 increased tonnage days when Olinda Alpha Landfill closes in 2013.
- No expansion at Olinda Alpha Landfill.
- County importation at all landfills ceases in 2013.

This Alternative would include increasing the current annual average TPD at FRB Landfill from 8,500 TPD to 9,500 TPD when Olinda Alpha Landfill closes on its permitted closure date in 2013. This increase would accommodate projections for the system demand in the EIR horizon year of 2021 based on forecasted population growth. A maximum daily TPD of 11,875 is also proposed to allow for up to 36 increased tonnage days anticipated to fall mostly on days immediately preceding or following a holiday. The Prima Deshecha Landfill's permitted TPD would remain unchanged at 4,000 TPD as an annual average and would be increased to allow for a daily maximum of 5,000 TPD to allow for up to 36 increased tonnage days anticipated to fall mostly on days immediately preceding or following a holiday.

Under this Alternative, no expansion or extension of Olinda Alpha Landfill's closure date would occur. All importation of waste from out of County would cease in 2013 when there no longer is capacity in the system to accommodate imported waste.

At present, the permitted closure date of the FRB Landfill is 2022. This alternative would accelerate the closure date to 2021 based on current population projections and existing disposal technologies. This accelerated closure date for the FRB Landfill just meets the horizon year goal of 2021 for this EIR. The accelerated closure date to 2021 results in a net reduction of one (1) year. Under this alternative, the number of truck trips to the FRB Landfill would increase although the duration of the trips would be reduced since the life of the landfill would be shortened by one year.

Under this Alternative, the County's existing Settlement Agreement with the City of Irvine would need to be amended prior to 2013 to provide for the increased tonnages in annual average and maximum daily tonnages. The County's MOU with the Cities of San Clemente and San Juan Capistrano would also need to be amended for an increase in the maximum daily tonnage. Similarly, permits currently in-place with the CIWMB and other regulatory agencies with jurisdictional oversight for the landfill would need to be amended.

6.0 RESPONSIBLE AGENCIES

The agencies listed below have oversight over the project or may be responsible for issuing permits for the proposed project.

Federal Agencies

- United States Environmental Protection Agency (EPA).

State Agencies

- California Integrated Waste Management Board (CIWMB).
- California Water Resources Control Board (CWRCB).

Regional Agencies

- Regional Water Quality Control Board - Santa Ana Region (RWQCB).
- South Coast Air Quality Management District (SCAQMD).

County Agencies

- Orange County Solid Waste Local Enforcement Agency (LEA).
- Orange County Health Care Agency (OCHCA).
- Orange County Board of Supervisors (OCBS).
- Orange County Fire Authority (OCFA).
- Orange County Planning Department (OCPD).

City Agencies

- City of Brea.

GLOSSARY OF ACRONYMS

ACOE	United States Army Corps of Engineers
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIP	Community Involvement Program
CIWMB	California Integrated Waste Management Board
EIR	Environmental Impact Report
FRB	Frank R. Bowerman
FSR	Feasibility Study Report
HHW	household hazardous waste
I-5	Santa Ana Freeway, Interstate 5
I-405	San Diego Freeway, Interstate 405
IWMD	Integrated Waste Management Department
LEA	Local Enforcement Agency
LFG	Landfill gas
MCY	million cubic yard
MOU	Memorandum of Understanding
MSL	mean sea level
MSW	municipal solid waste
MT	million tons
NOP	Notice of Preparation
OCBS	Orange County Board of Supervisors
OCFA	Orange County Fire Authority
OCHCA	Orange County Health Care Agency
OCLEA	Orange County Health Care Agency, Environmental Health Division
OCPD	Orange County Planning Department
PFRD	Orange County Public Facilities & Resources Department
RELOOC	Regional Landfill Options for Orange County
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWFP	Solid Waste Facilities Permit

SWWG	Orange County City Managers Association's Solid Waste Working Group
TPD	tons per day
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
WDA	Waste Disposal Agreements
WDR	Waste Discharge Requirements

ATTACHMENT B

DISTRIBUTION LIST FOR THE DRAFT EIR

Library	Branch	Address	City	State	Zip Code
Orange County Public Library	Brea Branch	1 Civic Center Circle	Brea	CA	92821
Orange County Public Library	Irvine/Heritage Park Regional	14361 Yale Avenue	Irvine	CA	92604
Orange County Public Library	Irvine/University Park	4512 Sandburg Way	Irvine	CA	92612
Orange County Public Library	San Clemente	242 Avenida Del Mar	San Clemente	CA	92672
Orange County Public Library	San Juan Capistrano Regional	31495 El Camino Real	San Juan Capistrano	CA	92675
UCI Main Library	Science Library	Receiving Dock, Building 520	Irvine	CA	92697
Orange County Public Library	Laguna Niguel Branch	30341 Crown Valley Parkway	Laguna Niguel	CA	92677
California State Library Fullerton	Library/Document Section	800 N. State College Blvd.	Fullerton	CA	92831-3599
Orange County Library	Dana Point Branch	33841 Niguel Road	Dana Point	CA	92629

tblNorthCountyPropertyOwners

ID	Organization	Address	City	State	Zip Code
15					
14					
6	Aera Energy LLC	3030 Saturn Street, Suite 101	Brea	CA	92821-6271
2	Boy Scouts of America	2333 Scout Way	Los Angeles	CA	90026-4912
11	Chevron/Texaco Corp.	6001 Bollinger Canyon Road	San Ramon	CA	94583
7	City of Industry Public Works	15651 East Stafford Street	City of Industry	CA	91744-3922
12	Merit Property Management, Inc	25910 Acero St, Suite 200	Mission Viejo	CA	92691
10	Neuvo Energy Company	1021 Main Street	Houston	TX	77002
9	PF&RD/Harbors, Beaches and Parks	300 N. Flower St.	Santa Ana	CA	92703
4	Shell Western E & P, Inc.	P.O. Box 11164	Bakersfield	CA	93389-1164
3	State of California	P.O. Box 942896	Sacramento	CA	94296-0001

Mailing List
Media

M	First Name	Last Name	Organization Name	Address	City	State	Postal Code
3	Pat	Brennan	Orange County Register	625 N. Grand Ave.	Santa Ana	CA	92701-
6	Eric	Carpenter	Brea Star Progress	1771 S. Lewis St.	Anaheim	CA	92805-
4	Peggy	Goetz	Irvine World News	2006 McGaw	Irvine	CA	92614-
2	Stuart	Pfeifer	LA Times	901 W Civic Center Dr, Suite 170	Santa Ana	CA	92701-
1	Fred	Swegles	Sun Post News	95 Del Mar	San Clemente	CA	92672-
5	Kelley	Tokarski	Capistrano Valley News	22481 Aspen Street	Lake Forest	CA	92630-1630

Company	Last Name	First Name	Address	City	State	Zip Code	Telephone #
Solid Waste Association	Anthony	Phil	14101 La Pat Place, Suite 10	Westminster	CA	92683-	(714) 899-8020
C&N Waste Services	Arakelian	Nancy	2021 Business Center Drive, #11	Irvine	CA	92715-	(949) 752-2638
Taormina Industries	Ault	David	P.O. Box 309	Anaheim	CA	92815-	(714) 238-3300
R & S Dumping	Corneal	Steve	24002 Via Fabricante, Ste 225	Mission Viejo	CA	92691-	(949) 830-8884
Waste Management	Coyle	Bob	1800 S. Grand Ave.	Santa Ana	CA	92705-	(714) 480-2300
Tierra Verde Industries	Kazarian	Kris	P.O. Box 24	Irvine	CA	92650-0024	(949) 551-0363
Rainbow Disposal	Moffatt	Jerry	P.O. Box 1026	Huntington Beach	CA	92647-	(714) 847-3581
Park Disposal/EDCO Corp.	Ramirez	Efrain	P.O. Box 398	Buena Park	CA	90621-	(714) 522-3577
CR&R	Relis	Paul	11292 Western Ave.	Stanton	CA	90680-	(714) 826-9049
Federal Disposal Service	Shubin	Don	P.O. Box 118	Santa Ana	CA	92702-	(949) 542-7701
Ware Disposal Company	Ware	Judith	P.O. Box 8206	Newport Beach	CA	92658-	(714) 836-4694

tblWasteManagementCommission

Last Name	First Name	REL	Address	City	Stat	Zip Co	Telephone #	Fax
Bankhead	Don	<input type="checkbox"/>	1231 W. Valencia Mesa Drive	Fullerton	CA	92832	(714) 738-6311	(714) 738-6758
Green	Cathy	<input type="checkbox"/>	6151 Kimberly Drive	Huntington Beach	CA	92647	(714) 990-7718	(714) 536-5553
McGuigan	Pat	<input checked="" type="checkbox"/>	5642 Keelson Ave.	Santa Ana	CA	92704	(714) 647-6900	(714) 647-6954
Paris	Russell	<input type="checkbox"/>	8200 Westminster Blvd	Westminster	CA	92683	(714) 898-3311	(714) 897-2837
Dotson	Harry	<input type="checkbox"/>	12291 Santa Rosalin Street	Garden Grove	CA	92841	(714) 379-9222	(714) 893-7946
Gomez	Jim	<input type="checkbox"/>	201 E. La Habra Blvd	La Habra	CA	90631	(562) 905-9701	(562) 905-9781
O'Donnell	Tim	<input checked="" type="checkbox"/>	1 Civic Center Circle	Brea	CA	92821	(714) 990-7710	(714) 990-2258
Hoesterey	Ron	<input checked="" type="checkbox"/>	805 S. Sapphire Lane	Anaheim	CA	92807	(714) 997-9001	(714) 997-9103
Bilodeau	Denis	<input type="checkbox"/>	2672 N. Vista Crest Rd.	Orange	CA	92867	(714) 974-3626	(714) 974-3616
Soto	Joe	<input checked="" type="checkbox"/>	32400 Paseo Adelanto	San Juan Capistrano	CA	92677	(949) 443-6318	(949) 493-1053
Wahner	Jim	<input type="checkbox"/>	2911 Pemba Drive	Costa Mesa	CA	92626	(714) 540-1909	
Florentine	Anthony	<input type="checkbox"/>	626 N. Mountain View Place	Fullerton	CA	92831	(714) 870-5278	(000) 000-0000
Opincar	Victor	<input type="checkbox"/>	630 Mystic View	Laguna Beach	CA	92651	(949) 476-3301	(949) 497-5341
Dorey	Stephanie	<input type="checkbox"/>	100 Avenidia Presidio	San Clemente	CA	92672	(949) 361-8200	(000) 000-0000
Beauman	John	<input type="checkbox"/>	One Civic Center	Brea	CA	92821	(714) 990-7701	(714) 671-3689
Lehmann	Clark	<input checked="" type="checkbox"/>	9166 Caladium Avenue	Fountain Valley	CA	92708	(714) 847-9872	
Dixon	Richard	<input type="checkbox"/>	22365 El Toro Road, PMB 29	Lake Forest	CA	92630		

City Name	Last Name	First Name	Address	City	State	Zip Code
City of Aliso Viejo	Norman	David	12 Journey	Aliso Viejo	CA	92656
City of Anaheim	Morgan	David	200 South Anaheim Blvd.	Anaheim	CA	92805
City of Brea	O'Donnell	Tim	1 Civic Center Circle	Brea	CA	92821
City of Buena Park	Beaubien	Greg	6650 Beach Blvd.	Buena Park	CA	90622
City of Costa Mesa	Roeder	Allan	77 Fair Drive	Costa Mesa	CA	92626
City of Cypress	Importuna	Patrick	5275 Orange Ave.	Cypress	CA	90630
City of Dana Point	Chotkevys	Douglas	33282 Golden Lantern, Suite 210	Dana Point	CA	92629
City of Fountain Valley	Kromer	Ray	10200 Slater Ave.	Fountain Valley	CA	92708
City of Fullerton	Meyer	Chris	303 W. Commonwealth	Fullerton	CA	92832
City of Garden Grove	Tindall	George	11222 Acacia Parkway	Garden Grove	CA	92840
City of Huntington Beach	Silver	Ray	2000 Main Street	Huntington Beach	CA	92648
City of Irvine	Hart	Allison	1 Civic Center Plaza	Irvine	CA	92623
City of La Habra	Bridenbecker	Brad	201 E. La Habra Blvd.	La Habra	CA	90633
City of La Palma	Standiford	Catherine	7822 Walker Street	La Palma	CA	90623
City of Laguna Beach	Frank	Kenneth	505 Forest Avenue	Laguna Beach	CA	92651
City of Laguna Hills	Channing	Bruce	25201 Paseo de Alicia, Suite 150	Laguna Hills	CA	92653
City of Laguna Niguel	Casey	Timothy	27801 La Paz Road	Laguna Niguel	CA	92677
City of Laguna Woods	Keane	Leslie	24264 El Toro Road	Laguna Woods	CA	92653
City of Lake Forest	Dunek	Robert	23161 Lake Center Drive, Suite 100	Lake Forest	CA	92630
City of Los Alamitos	Dominguez	Robert	3191 Katella Avenue	Los Alamitos	CA	90720
City of Mission Viejo	Joseph	Daniel	25350 Marguerite Parkway	Mission Viejo	CA	92692
City of Newport Beach	Bludau	Homer	3300 Newport Blvd.	Newport Beach	CA	92663
City of Orange	Rudat	David	300 E. Chapman Avenue	Orange	CA	92866
City of Placentia	D'Amato	Robert	401 E. Chapman Avenue	Placentia	CA	92870
City of Rancho Santa Margarita	Hart	D James	30211 Avenida de las Banderas, Suite 101	Rancho Santa Margarita	CA	92688
City of San Clemente	Scarborough	George	100 Avenida Presidio	San Clemente	CA	92672
City of San Juan Capistrano	Gibson	Pamela	32400 Paseo Adelanto	San Juan Capistrano	CA	92675
City of Santa Ana	Ream	David	20 Civic Center Plaza	Santa Ana	CA	92702
City of Seal Beach	Bahorski	John	211 8th Street	Seal Beach	CA	90740
City of Stanton	Wager	Jake	7800 Katella Avenue	Stanton	CA	90680
City of Tustin	Huston	William	300 Centennial Way	Tustin	CA	92780
City of Villa Park	Rodericks	George	14855 Santiago Blvd.	Villa Park	CA	92861
City of Westminster	Vestal	Don	8200 Westminster Blvd.	Westminster	CA	92683
City of Yorba Linda	Belanger	Terrence	4845 Casa Loma Avenue	Yorba Linda	CA	92886

Distr	Last Name	First Name	Chair	Vice Chair	Address	City	State	Zip	Telephone #
1	Smith	Charles V.	<input type="checkbox"/>	<input type="checkbox"/>	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3110
2	Silva	James W.	<input type="checkbox"/>	<input type="checkbox"/>	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3220
3	Campbell	Bill	<input type="checkbox"/>	<input type="checkbox"/>	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3330
4	Norby	Chris	<input type="checkbox"/>	<input type="checkbox"/>	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3440
5	Wilson	Thomas W.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3550

tblExecutiveAssistants

Distr	Last Name	First Name	Building	Address	City	State	Zip	Telephone #
1	Brown	Barbara	HOA	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3110
2	Zelaya	Delia	HOA	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3220
3	Joens	Christine	HOA	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3330
4	O Hare	Jessica	HOA	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3440
5	Veale	Holly	HOA	10 Civic Center Plaza	Santa Ana	CA	92701	(714) 834-3550

Mail#	Homeowners Association	Organization Name	Address	City	State	Postal Code
160	HOA	North Hills Tennis & Swim Club	1012 Woodcrest	Brea	CA	92821-
20	Lordon Mgmt	Villas at Rancho San Joaquin	1275 Center Court Drive	Covina	CA	91724-
151	HOA	Brea Corsican Villas	1290 N. Hancock St, Suite 103	Anaheim	CA	92807-
104	Cardinal Property Mgmt	Garden Estates	1290 N. Hancock, Suite 103	Anaheim	CA	92807-
146	HOA	Amber Hill	1439 Stratford Street	Brea	CA	92821-
143	HOA	El Camino Glen	14791 Dahlquist	Irvine	CA	92604-
139	Alden Mgmt Group	Northwind Square	150 Paularino, Suite 194	Costa Mesa	CA	92626-
148	HOA	Ash Street Cottages	1655 E. 6th St, Suite A1-B	Corona	CA	92879-
150	HOA	Birchview Brea	1655 E. 6th St, Suite A1-B	Corona	CA	92879-
67	Keystone Pacific	Arbor Crest	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
68	Keystone Pacific	Somerton	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
69	Keystone Pacific	Canyonview	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
70	Keystone Pacific	Northwood Villas	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
71	Keystone Pacific	The Springs	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
72	Keystone Pacific	Turtle Rock Ridge	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
66	Keystone Pacific	Collage	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
74	Keystone Pacific	Brio	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
75	Keystone Pacific	Positano	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
73	Keystone Pacific	University Town Center	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
65	Keystone Pacific	Lexington	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
64	Keystone Pacific	GeorgeTown	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
60	Keystone Pacific	Autumn Glen	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
63	Keystone Pacific	Lanes End	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
59	Keystone Pacific	Cypress	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
58	Keystone Pacific	Ashford Place	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
57	Keystone Pacific	Harvard Square	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
56	Keystone Pacific	Westpark Village 1	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
55	Keystone Pacific	Westpark Tiemp	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
19	Keystone Pacific	Rancho San Joaquin	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
62	Keystone Pacific	Trailwood	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
61	Keystone Pacific	Meadowood	16845 Von Karman, Suite 200	Irvine	CA	92606-4920
138	Keystone Pacific	Northwind	16845 Von Karman, Suite 200	Irvine	CA	92606-
105	EMMONS	Hollygrove	17300 Redhill, Suite 210	Irvine	CA	92614-

Please note -
one notice
sent to each
management
company or
address, not
each org. name

Mailin	Homeowners Association	Organization Name	Address	City	State	Postal Code
109	EMMONS	Vista	17300 Redhill, Suite 210	Irvine	CA	92614-
112	EMMONS	Turtle Rock Park and Recreation	17300 Redhill, Suite 210	Irvine	CA	92614-
23	HOA	Parkwood Apartments	17560 Jordan	Irvine	CA	92612-
142	Optimum Mgmnt	The Lakes	17731 Irvine, Suite 212	Tustin	CA	92780-
14	Western Property Mgmnt	Willows	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
136	Western Property Mgmnt	Deerfield Apartments	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
96	Western Property Mgmnt	Lakeglen	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
102	Western Property Mgmnt	Sundance Park	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
101	Western Property Mgmnt	Woodbridge Estates	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
100	Western Property Mgmnt	Lakeview	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
99	Western Property Mgmnt	Fairfield	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
98	Western Property Mgmnt	Ivyhill	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
97	Western Property Mgmnt	Lakeside	1820 E. Garry, Suite 104	Santa Ana	CA	92705-
158	HOA	Glenbrook	1821 E. Greenbriar Lane	Brea	CA	92821-
43	Total Property Mgmnt	Orange Tree Condos	2 Corporate Park, Suite 200	Irvine	CA	92696-
129	Total Property Mgmnt	Woodside	2 Corporate Park, Suite 200	Irvine	CA	92606-
130	Total Property Mgmnt	College Park	2 Corporate Park, Suite 200	Irvine	CA	92606-
131	Total Property Mgmnt	Walnut Square	2 Corporate Park, Suite 200	Irvine	CA	92606-
115	Total Property Mgmnt	Turtle Rock Crest	2 Corporate Park, Suite 200	Irvine	CA	92696-
108	Total Property Mgmnt	Canyon Creek	2 Corporate Park, Suite 200	Irvine	CA	92606-
44	Total Property Mgmnt	Centerview	2 Corporate Park, Suite 200	Irvine	CA	92696-
162	HOA	Olinda Village	210 Copa de Oro	Brea	CA	92823-
82	Transpacific Mgmnt	Lake Ridge	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
17	Trans Pacific Mgmnt	Yale Estates (East)	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
9	Trans Pacific Mgmnt	Village Glen	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
78	Transpacific Mgmnt	Alders	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
79	Transpacific Mgmnt	Lake Ridge	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
81	Transpacific Mgmnt	Cambridge Court	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
83	Transpacific Mgmnt	Northwood Glen	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
84	Transpacific Mgmnt	Windwood	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
85	Transpacific Mgmnt	Windwood Glen	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
1	Trans Pacific Mgmnt	Laurels	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-
80	Transpacific Mgmnt	Turtle Rock Meadows	2112 E. Fourth, Suite 200	Santa Ana	CA	92705-

Maili	Homeowners Association	Organization Name	Address	City	State	Postal Code
147	HOA	The Arbors	217 S. Mandarin Dr.	Brea	CA	92821-
154	HOA	Brea Village	22 Mauchly	Irvine	CA	92618-
107	GoldenWest Property	Sunset Ridge	2323 W. Lincoln, Suite 219	Anaheim	CA	92801-
106	GoldenWest Property	Lakeshore	2323 W. Lincoln, Suite 219	Anaheim	CA	92801-
155	HOA	Country Club Park	2365 Raintree Drive	Brea	CA	92821-
27	HOA	Village Park	23726 Birtcher	Lake Forest	CA	92630-1771
26	HOA	Parkside Community	23726 Birtcher	Lake Forest	CA	92630-
29	HOA	Ridgeview	23726 Birtcher	Lake Forest	CA	92630-1771
117	HOA	Turtle Rock Pointe	23726 Birtcher	Lake Forest	CA	92630-
76	HOA	Chateaux	23726 Birtcher	Lake Forest	CA	92630-1771
5	HOA	Seasons	23726 Birtcher	Lake Forest	CA	92630-1771
8	HOA	Stonegate	23726 Birtcher	Lake Forest	CA	92630-1771
119	HOA	Oxford Court	23726 Birtcher	Lake Forest	CA	92630-
141	HOA	Park Paseo	25 Christamon West	Irvine	CA	92620-
152	HOA	Brea Sommerset	2561 E. Woodfield Dr	Brea	CA	92821-
164	HOA	Winding Way	259 Winding Lane	Brea	CA	92821-
53	Merit Property Maintainen	Smoketree	25910 Acero, Suite 200	Mission Viejo	CA	92691-
52	Merit Property Maintainen	Paseo Westpark	25910 Acero, Suite 200	Mission Viejo	CA	92691-
54	Merit Property Maintainen	Vista Vilare	25910 Acero, Suite 200	Mission Viejo	CA	92691-
51	Merit Property Maintainen	Westpark	25910 Acero, Suite 200	Mission Viejo	CA	92691-
35	Northpark Master Associa	Huntington	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
36	Northpark Master Associa	Brentwood	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
37	Northpark Master Associa	Saratoga	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
34	Northpark Master Associa	Terra Bella	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
33	Northpark Master Associa	Brisbane	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
38	Northpark Master Associa	Mendocino	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
39	Northpark Master Associa	Estancia Apartments	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
32	Northpark Master Associa	Cambria	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
40	Northpark Master Associa	Solana Apartments	27405 Puerta Real, Suite 230	Mission Viejo	CA	92691-
77	Progressive Property Mg	Cottages	27405 Puerta Real, Suite 300	Mission Viejo	CA	92691-
13	Progressive Property Mg	Willow Grove	27405 Puerta Real, Suite 300	Mission Viejo	CA	92691-
42	Action Property Mgmnt	Westpark Las Palmas	29B Technology, Suite 100	Irvine	CA	92618-2374
41	Action Property Mgmnt	Montilla	29B Technology, Suite 100	Irvine	CA	92618-2374

Mail#	Homeowners Association	Organization Name	Address	City	State	Postal Code
127	Action Property Mgmnt	Northwood Villas	29B Technology, Suite 100	Irvine	CA	92618-
118	Action Property	Highlands	29B Technology, Suite 100	Irvine	CA	92618-
128	Action Property Mgmnt	Cobblestone	29B Technology, Suite 100	Irvine	CA	92618-
121	Action Property Mgmnt	Aventura	29B Technology, Suite 100	Irvine	CA	92618-
16	Action Property	Woodbridge Parkway	29B Technology, Suite 100	Irvine	CA	92618-2374
126	Action Property Mgmnt	Kenwood	29B Technology, Suite 100	Irvine	CA	92618-
15	HOA	Woodbridge Village	31 Creek Road	Irvine	CA	92604-
132	HOA	Colony Club	3611 South Mall	Irvine	CA	92606-
149	HOA	Birchlane	3711 N. Harbor Blvd, Suite D	Fullerton	CA	92835-
22	Seabreeze Mgmnt	Park Crest	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
48	Seabreeze Mgmnt	Orangetree Villas	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
30	Seabreeze Mgmnt	Sierra Bonita	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
45	Seabreeze Mgmnt	Orange Tree	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
47	Seabreeze Mgmnt	Orangetree Terrace	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
49	Seabreeze Mgmnt	Tarocco	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
46	Seabreeze Mgmnt	Orange Tree Patio Homes	39 Argonaut, Suite 100	Aliso Viejo	CA	92656-
50	HOA	Orangetree	43 Lemon Grove	Irvine	CA	92620-4511
25	HOA	University Community	4530 Sandburg Way	Irvine	CA	92612-
137	HOA	North Irvine Villages	4790 Irvine, Suite 105	Irvine	CA	92620-
124	NAMCO	Orchard Glen	4840 Irvine, Suite 208	Irvine	CA	92620-
125	NAMCO	Northwood Timberline	4840 Irvine, Suite 208	Irvine	CA	92620-
122	NAMCO	Northwood Classics	4840 Irvine, Suite 208	Irvine	CA	92620-
123	NAMCO	Northwood Courtside	4840 Irvine, Suite 208	Irvine	CA	92620-
140	HOA	The Groves	5200 Irvine Blvd. - Office	Irvine	CA	92620-
157	HOA	Country Road	585 Country Lane	Brea	CA	92821-
18	Tritz Professional Mgmnt	Yale Association	7400 Center Ave, Suite 205	Huntington B	CA	92647-
10	Tritz Professional Mgmnt	Shoreline	7400 Center, Suite 205	Huntington B	CA	92647-
2	Huntington West Property	Park Vista	PO Box 1098	Westminister	CA	92684-
144	Western National Group	Deerfield Apartments	PO Box 19528	Irvine	CA	92623-
12	EMMONS	Willow Creek	PO Box 19530	Irvine	CA	92623-
4	Villageway Mgmnt	Seaport	PO Box 4708	Irvine	CA	92616-
28	Villageway Mgmnt	Broadmoor Campus View	PO Box 4708	Irvine	CA	92616-
91	Villageway Mgmnt	Northwood Park	PO Box 4708	Irvine	CA	92616-_____

Mail#	Homeowners Association	Organization Name	Address	City	State	Postal Code
93	Villageway Mgmnt	Turtle Rock Garden	PO Box 4708	Irvine	CA	92616-_____
90	Villageway Mgmnt	Irvine Wildflower	PO Box 4708	Irvine	CA	92616-_____
89	Villageway Mgmnt	Fawn Glen	PO Box 4708	Irvine	CA	92616-_____
94	Villageway Mgmnt	Turtle Rock Town Homes	PO Box 4708	Irvine	CA	92616-_____
88	Villageway Mgmnt	Doe Trail	PO Box 4708	Irvine	CA	92616-_____
87	Villageway Mgmnt	Deerfield	PO Box 4708	Irvine	CA	92616-_____
11	Villageway Mgmnt	Village Green	PO Box 4708	Irvine	CA	92616-_____
3	Villageway Mgmnt	Parkside	PO Box 4708	Irvine	CA	92616-_____
7	Villageway Mgmnt	Woodbridge Somerset	PO Box 4708	Irvine	CA	92616-_____
86	Villageway Mgmnt	Westpark Corte Bella	PO Box 4708	Irvine	CA	92616-_____
24	Villageway Mgmnt	Terrace Community	PO Box 4708	Irvine	CA	92616-_____
31	Villageway Mgmnt	Tortuga Community	PO Box 4708	Irvine	CA	92616-_____
95	Villageway Mgmnt	Columbia Square	PO Box 4708	Irvine	CA	92616-_____
21	Villageway Mgmnt	Vista San Joaquin	PO Box 4708	Irvine	CA	92616-_____
92	Villageway Mgmnt	Sun Ridge	PO Box 4708	Irvine	CA	92616-_____
111	Villageway Mgmnt	Turtle Rock Glen	PO Box 4708	Irvine	CA	92616-_____
114	HOA	Skyview	PO Box 4811	Irvine	CA	92616-_____
103	HOA	Woodbridge Cove	PO Box 4811	Irvine	CA	92616-_____
116	HOA	Turtle Rock Terrace	PO Box 4811	Irvine	CA	92616-_____
120	HOA	Princeton Townhouses	PO Box 4811	Irvine	CA	92616-_____
133	HOA	Windwood Garden	PO Box 4811	Irvine	CA	92616-_____
134	HOA	Windwood Townhouses	PO Box 4811	Irvine	CA	92616-_____
113	HOA	Sierra Broadmore	PO Box 4811	Irvine	CA	92616-_____
6	HOA	Woodbridge Shores	PO Box 4811	Irvine	CA	92616-_____
156	HOA	Country Hills Estates	PO Box 67	Brea	CA	92822-_____
159	HOA	North Hills	PO Box 67	Brea	CA	92822-_____
153	HOA	Brea Terrace	PO Box 67	Brea	CA	92822-0067
163	HOA	Park Pasco	PO Box 67	Brea	CA	92822-_____

Last Name	First Name	Organization	Address	City	State	Zip Code	Telephone #	Email
Ahern	Bonny		1844 N. Woodside St.	Orange	CA	92865-	(714) 921-9085	
Andrews	Caitlin		12 Gleneagles Drive	Newport Beach	CA	92660-	(949) 644-5791	
Arakelian	Madelene	South Coast Refuse Corporation	2021 Business Center Drive, #11	Irvine	CA	92669-	(949) 752-2638	
Arroyo	Enrique	California Department of Parks and Recre	17801 Lake Perris Drive	Perris	CA	92571-	(909) 940-5664	
Ault	Dawn		PO Box 309	Brea	CA	92821-		
Baranek	Kim	HELIX Enviromental Planning, Inc					(619) 462-0552	kimb@helixepi.com
Beardsly	Bob	City of Huntington Beach	2000 Main Street	Huntington Beach	CA	92648-		
Bowen	Larry	South Coast Air Quality Management Distri	21865 East Copley Drive	Diamond Bar	CA	91765-4182		lbowen@aqmd.gov
Brady	M.		3813 Calle Focas	San Clemente	CA	92672-	(949) 366-1960	
Brannon	Cathleen		28141 Via Ruede	San Juan Capistrano	CA	92675-		
Britton	George	PDSD	300 North Flower	Santa Ana	CA	92703-5000	(714) 834-5312	george.britton@pdsd.ocgov.com
Bruce	Bonnie	California Integrated Waste Management	1001 I Street, P.O. Box 4025	Sacramento	CA	95812-	(916) 341-6027	bbruce@ciwmb.ca.gov
Butterwick	Kyle	City of Dana Point	33282 Golden Lantern	Dana Point	CA	92677-		
Byrne	Michael	City of Irvine	1 Civic Center Plaza	Irvine	CA	92713-	(949) 724-6357	mbyrne@ci.irvine.ca.us
C. Jeff	Brinton	Brobeck, Attorneys at Law	38 Technology Drive	Irvine	CA	92618-5312	(949) 790-6379	cbrinton@brobeck.com
Call	John		1439 Beechwood	Brea	CA	92821-		jjcall1@juno.com
Chase	Bud	San Diego Landfill Systems	8364 Clairemont Mesa Blvd.	San Diego	CA	92111-	(619) 637-5628	
Chavez	Manuel		5200 Irvine Blvd., #364	Irvine	CA	92715-	(714) 832-9003	
Chen	Jay	South Coast Air Quality Management Distri	21865 E. Copley Drive	Diamond Bar	CA	91765-		jchen@aqmd.gov
Coleman	Warren	City of Brea	1 Civic Center Circle	Brea	CA	92821-	(714) 990-7642	
Collier	Warren		3680 Skylark	Brea	CA	92823-		
Cupps	John		2757 13th Street	Sacramento	CA	95818-	(916) 448-5272	
Davis	Dave	MSW Consultants	27393 Ynez Road, Suite 160	Temecula	CA	92591-		
Davis	Joe	Irvine Community Development Co.	550 Newport Center Drive	Newport Beach	CA	92658-6370	(949) 720-2705	
Daxon	Terri	Daxon Marketing Communications	679 Buttonwood Drive	Brea	CA	92821-	(714) 529-1218	daxoncomm@earthlink.net
Dejbakhsh	Linda	South Coast Air Quality Management Distri	21865 E. Copley Drive	Diamond Bar	CA	91765-		ldejbakhsh@aqmd.gov
Doyle	T.		155 Copa de Oro	Brea	CA	92823-	(714) 528-5287	
Dumhart	Douglas	City of San Juan Capistrano	32400 Paseo Adelanto	San Juan Capistrano	CA	92675-	(949) 443-6316	ddumhart@sanjuancapistrano.org
Eckes	Robert		2488 Foothill Lane	Brea	CA	92821-	(714) 529-0639	
Eowan	George		10112 Fair Oaks Blvd., Suite 8	Fair Oaks	CA	95628-		geowan@pacbell.net
Evans	Angela		1 Reef	Laguna Niguel	CA	92677-		
Ewles	John		11 Madrigal	San Clemente	CA	92673-	(949) 248-7780	
Field	Robin		19401 Sunray Lane, #205	Huntington Beach	CA	92648-		recylgal@aol.com

people with e-mail
address received an
e-mail notification

Last Name	First Name	Organization	Address	City	State	Zip Code	Telephone #	Email
Filler	Robert	Mesquite Regional Landfill	444 South 8th Street, Suite B1	El Centro	CA	92243-	(760) 337-9128	
Flynn	Joan	City of Huntington Beach	2000 Main Street	Huntington Beach	CA	92648-		
Frost	Tom		210 Copa de Oro	Brea	CA	92823-	(714) 524-7186	
Fullington	Keith		481 Peppertree	Brea	CA	92821-	(714) 529-8020	
Gaede	Rex		1301 Denise Court	Brea	CA	92821-	(714) 529-8561	
Goldstein	Glenn		1255 Tamarack Avenue	Brea	CA	92821-		gnjg@pacbell.net
Green	Nancy		855 North Brea Blvd., #304	Brea	CA	92821-	(714) 255-1125	
Gullege	John	L.A. County Sanitation District	1955 Workman Mill Road, P.O. B	Whittier	CA	90067-	(562) 699-7411	
Haanpaa	Roser		477 Hummingbird	Brea	CA	92823-		
Haidinger	Tori		27762 Paseo Barona	San Juan Capistrano	CA	92675-		tori.haidinger@smes.org
Haluza	Karen	City of Brea	1 Civic Center Circle	Brea	CA	92821-	(714) 990-7674	
Harris	Jeanne		235 Avenida Santa Barbara	San Juan Capistrano	CA	92675-		
Hayes	Will	Public Works Agency M-21	P.O. Box 1988	Santa Ana	CA	92702-		
Heinrich	Alfred		3951 Tolley Court	Brea	CA	92823-		
Henshaw	Patricia	Solid Waste Local Enforcement Agency	2009 East Edinger Avenue	Santa Ana	CA	92705-4720	(714) 667-2014	phenshaw@hca.co.orange.ca.us
Ho	Eric		671 Partridge	Brea	CA	92823-		
Hoppe	Mike		7848 E. Margaret Court	Anaheim Hills	CA	92808-	(714) 281-0793	
Huang	Victoria		23 Crockett	Irvine	CA	92715-	(949) 786-8051	
Huston	Janet	League of Cities	600 W Santa Ana Blvd, Suite 214	Santa Ana	CA	92701-		
Johnson	Tina		660 Partridge Dr	Brea	CA	92823-		
Johnson	Eric		245 Verbena Lane	Brea	CA	92823-		
Katroulis	Jim		31332 Via Parra	San Juan Capistrano	CA	92675-		
Koger	Gary		1060 Woodcrest	Brea	CA	92821-		gkoger@pih.net
Koval	Gary		PO Box 4686	West Covina	CA	91791-		
Kropke	Nancy		661 Partridge	Brea	CA	92823-		
Lass	Dixie	California Regional Water Quality Control	3737 Main Street, Suite 500	Riverside	CA	92501-3339	(909) 782-3295	dlass@rb8.swrcb.ca.gov
Lauro	Joseph	Joseph C. Lauro Insurance Services	P.O. Box 788	Brea	CA	92822-		
Lenard	Robert	City of Laguna Niguel	27801 La Paz Road	Laguna Niguel	CA	92677-		
Leonard	Michelle	SCS Engineers	3711 Long Beach Blvd., 9th Floor	Long Beach	CA	90807-		mleonard@scseng.com
Leonard	Michael	TRC Environmental Solutions, Inc.	21 Technology Drive	Irvine	CA	92718-	(714) 727-9336	
Lessick	Dale		7 Lincoln	Irvine	CA	92604-		
Loewy	Kathy	League of Women Voters of Capistrano B	3465-A Bahia Blanca	Laguna Woods	CA	92653-	(949) 492-9954	
Lyster	Russell		1308 Las Lomas Drive	Brea	CA	92821-		

Last Name	First Name	Organization	Address	City	State	Zip Code	Telephone #	Email
Maguin	Steven	Los Angeles County Sanitation District	1955 Workman Mill Road	Whittier	CA	90601-		
Maisch	Jeff		3030 Saturn Street, Suite 101	Brea	CA	92821-		
Malas	Tala		31591 Bluff Drive	Laguna Beach	CA	92651-		talamalas@hotmail.com
Malecki	Bill		13915 Avenida Espana	La Mirada	CA	90638-	(562) 943-2594	bemalecki@yahoo.com
Mangrum	Roger		21912 Via Del Lago	Trabuco Canyon	CA	92679-		
Mansur	Wade		180 Olinda Drive	Brea	CA	92821-	(714) 528-4240	
Maraya	Jacquelin	City of Lake Forest	23161 Lake Center Drive, Suite 1	Lake Forest	CA	92630-	(949) 461-3498	jmaraya@ci.lake-forest.ca.us
Martinez	Mary		111 South Flower	Brea	CA	92821-	(714) 990-3834	
Martinez	James	Unocal	376 S Valencia Ave	Brea	CA	92823-	(714) 577-3504	JAMartin@unocal.com
Martinez	Larry		447 Hummingbird Dr	Brea	CA	92823-		
Mazboudi	Ziad	City of San Juan Capistrano	32400 Paseo Adelanto	SJC	CA	92675-	(949) 234-4413	zmazboudi@sanjuancapistrano.org
McMillan	Bill		135 Meadowcreek Rd	Brea	CA	92821-4347		mcmillan5@sbcglobal.net
Melvold	Dave		24 Sonrisas	Irvine	CA	92715-	(714) 669-0664	
Miller	Dan	The Irvine Company	550 Newport Center Drive	Newport Beach	CA	92660-		
Neale	Heather		23 Russel Lane	Laguna Niguel	CA	92677-		
Neudorf	Nancy		24 Sunrise	Irvine	CA	92715-	(949) 854-6684	nneudorf@aol.com
Odermatt	John	California Regional Water Quality Control	9174 Sky Park Court, Suite 100	San Diego	CA	92123-		
Parker	Glenn		PO Box 1718	Brea	CA	92822-1718	(714) 255-9450	glenn@parkglencmi.com
Peralta	Jessica	Sun Post News	95 Avenida Del Mar	San Clemente	CA	92672-	(949) 492-5128	jperalta@ocregister.com
Perry	C.		19401 Sunray Lane, #205	Huntington Beach	CA	92648-		
Persaud	Harry	PDSD	300 North Flower	Santa Ana	CA	92703-5000	(714) 834-3669	harry.persaud@pdsd.ocgov.com
Piroutek	Marty		153 Morning Glory Street	Brea	CA	92821-		
Ramsey	Bill	City of San Juan Capistrano	32400 Paseo Adelanto	San Juan Capistrano	CA	92677-		
Rawlins	Sara		31081 Augusta Drive	Laguna Niguel	CA	92677-		sarabeth83@aol.com
Recupero	David		15052 Springdale, Suite 1	Huntington Beach	CA	92649-	(714) 898-9294	drecupero@recupero.net
Reimer	Chris	City of Brea	1 Civic Center Circle	Brea	CA	92821-	(714) 671-4415	
Relano	Clay		32122 Cook Lane	San Juan Capistrano	CA	92675-		
Reza	Gil	LA Times	1375 Sunflower Avenue	Costa Mesa	CA	92626-	(714) 966-7711	
Roush	Doris	City of Anaheim	200 South Anaheim Blvd.	Anaheim	CA	92805-	(714) 765-5162	droush@anaheim.net
Schlotterbe	Claire		170 Copa de Oro	Brea	CA	92823-	(714) 996-1572	
Scruton	Gordon		230 Copa de Oro	Brea	CA	92823-	(714) 524-6726	bscruton@earthlink.net
Shoemaker	Charles	PDSD	300 North Flower	Santa Ana	CA	92703-5000	(714) 834-2166	charles.shoemaker@pdsd.ocgov.co
Silva	Beatrice		17910 Skypark Circle, Suite 104	Irvine	CA	92614-		

Last Name	First Name	Organization	Address	City	State	Zip Code	Telephone #	Email
Simmons	Fred		483 Hummingbird Dr	Brea	CA	92823-		
Speegle	Bryan	PDSD	300 North Flower	Santa Ana	CA	92703-5000	(714) 834-3144	bryan.speegle@pdsd.ocgov.com
Stevenson	David		185 Lilac	Brea	CA	92823-	(714) 528-8850	stevensondave@cs.com
Stoddard	Rachael		15 Santa Barbara Place	Laguna Niguel	CA	92677-		
Storm	Murray		21231 Pinebluff Drive	Trabuco Canyon	CA	92679-		
Struglia	Rachel		1580 Metro Dr	Costa Mesa	CA	92626-		
Stuart	Anne		147 Morning Glory Street	Brea	CA	92821-	(714) 524-0206	
Summers	Ann		215 Verbena Lane	Brea	CA	92821-	(714) 528-6116	stevesummers@compuserve.com
Tagore-Er	Richard	Brown, Vence & Associates, Inc.	198 Cirby Way, Suite 170	Roseville	CA	95678-	(916) 786-0600	rterwin@brownvence.com
Tanioka	Phil		504 Craftsman Circle	Brea	CA	92821-		
Taylor	Diane		175 Buckthorn	Brea	CA	92821-	(714) 993-7009	
Tupac	Charles	South Coast Air Quality Management Distr	21865 E. Copley Drive	Diamond Bar	CA	91765-		ctupac@aqmd.gov
Ullrich	Theresa		160 Buckthorn	Brea	CA	92823-	(714) 572-2777	tullrich@earthlink.net
Valdez	Jennifer		681 Partridge	Brea	CA	92823-		
Vargas	Steve							vivavargas@aol.com
Verner	Jeanne		855 North Brea Blvd., #224	Brea	CA	92821-	(714) 990-2797	
Wilson	Kurt		857 Vista Circle	Brea	CA	92821-		
Wzmore	Don		624 Poplar	Brea	CA	92821-		

tblSouthCountyPropertyOwners&OtherOrganizations

Last Name	First Name	Organization	Department	Address	City	State	Zip Code
		Southern California Edison	Environmental Affairs	2244 Walnut Grove Avenue, P.O.	Rosemead	CA	91770
		Santa Margarita Company	Planning and Entitlement	30211 Avenida de Las Banderas	Rancho Santa Margarita	CA	92635
		City of Dana Point	Community Development Department	33282 Golden Lantern, Suite 212	Dana Point	CA	92629
		California Native Plant Society	Orange County Chapter	P.O. Box 54891	Irvine	CA	92619
		Sierra Club	Orange County Foothill Subcommittee	3435 Wilshire Blvd, #320	Los Angeles	CA	90010
		City of Oceanside	Community Services Department	300 N. Coast Hwy	Oceanside	CA	92054
		Whispering Hills, LLC	Concorde Development	19700 Fairchild Road	Irvine	CA	92612
		Talega Associates, LLC		951 Calle Negocio, Suite D	San Clemente	CA	92673
		Rancho Mission Viejo		28811 Ortega Highway, Box 9	San Juan Capistrano	CA	92693
Bacsikin	Scott	Transportation Corridor Agencies		125 Pacifica, Suite 100	Irvine	CA	92618-3304
Fraser	Robert	Ortega Highway Residents Association	Mountain Trails Preservation Society	1536 E. Washington Ave.	Santa Ana	CA	92701-3246
Hale	Tom	TVI		P.O. Box 24	Irvine	CA	92650
Moreno	Paul	Audubon Society-South Coast		28672 Escalona Drive	Mission Viejo	CA	92692
Rose	Donald	San Diego Gas & Electric		P.O. Box 1831	San Diego	CA	92112
Soroka	Gaye	Waste Management		16122 Construction Circle East	Irvine	CA	92712
South	Steve	EDCO Disposal Corporation		6670 Federal Blvd.	Lemon Grove	CA	91945
Stein	David	Southern California Association of Gov		818 West 7th Street, 12th Floor	Los Angeles	CA	90017
Tobin	Chuck	Burrtec Waste		9890 Cherry Avenue	Fontana	CA	92335
Witt	Norm	The Irvine Company		550 Newport Center Drive	Newport Beach	CA	92660

tblSouthCountyHomeOwnersAssociations

Last Name	First Name	HOA	Property Management Co	Address	City	State	Zip Code
Staudenbaur	Art	Los Corrales HOA		8251 Paseo Corrales	San Juan Capistrano	CA	92675
Woodward	Eileen	Tacayo Canyon		1396 Felipe	San Clemente	CA	92673
Nishikawa	Ken	John Laing Forster Ranch		3121 Michaelson Dr	Irvine	CA	92612-7673
Mason	Dave	Rancho Del Rio Master Association	Action Property Management	29B Technology Drive, Suite 100	Irvine	CA	92618
Mason	Dave	Flora Vista Sub Association	Action Property Management	29B Technology Drive, Suite 100	Irvine	CA	92618
Dawson	Luann	Marblehead Master	Associated Management and Maintenance	P.O. Box 2099	Capistrano Beach	CA	92624
		Meadowood Condominiums	Associated Management and Maintenance	P.O. Box 2099	Capistrano Beach	CA	92624
Caraway	Christine	Rancho San Clemente Master HOA	Associated Management Group	2131 Las Palmas Drive, Suite A	Carlsbad	CA	92009
Huggins	Carol	Mesa Vista North HOA	Keystone Pacific Property Management	16845 Von Karman, No. 200	Irvine	CA	92606
Stinson	Debbie	Hidden Mountain Estates HOA	Keystone Pacific Property Management In	16845 Von Karman, No. 200	Irvine	CA	92606
Meyer	Dayton	Del Cabo Properties, Inc.	Laguna Shores Management Co.	30100 Crown Valley Parkway, Suite 18	Laguna Niguel	CA	92677
Simpson	Vic	San Juan Mesa Verde HOA	Laguna Shores Management Company	30100 Crown Valley Parkway, Suite 18	Laguna Niguel	CA	92677
		Villamar Association	Management Service Company	647 Camino de los Mares, Suite 127	San Clemente	CA	92672
Gummeson	Pat	Los Vista HOA	Total Property Management	2 Corporate Park, Suite 200	Irvine	CA	92606
Gustave	Tina	Hidden Mountain HOA	Total Property Management	2 Corporate Park, Suite 200	Irvine	CA	92606
		Rancho San Juan HOA	Trans-Pacific Management Company	647 Camino de los Mares, Suite 226	San Clemente	CA	92673
		Tacayo Hills	Trans-Pacific Management Company	647 Camino De Los Mares, Suite 226	San Clemente	CA	92672
Smith	Al	Hunters Creek HOA	Trans-Pacific Management Service Comp	647 Camino de los Mares, Suite 226	San Clemente	CA	92673
		Casa Blanca Condominiums	Webb Management Company	960 Calle Amanecer	San Clemente	CA	92673
		Tacayo Ridge	Webb Management Company	960 Calle Amanecer	San Clemente	CA	92673
Weigand	David	El Encanto	Webb Management Company	960 Calle Amanecer	San Clemente	CA	92673
Danielson	Marlene	Forster Ranch Master HOA	Webb Management Company	960 Calle Amanecer	San Clemente	CA	92673
Grable	Tom		William Lyon Homes, Inc.	4490 Von Karman	Newport Beach	CA	92660

tblResource&ResponsibleAgencies

Last Name	First Name	Organization	Department	Address	City	State	Zip Code
		State Clearinghouse	Office of Planning and Research	1400 Tenth Street, Room 222	Sacramento	CA	95812-3044
		Caltrans District 12	Environmental Planning	3347 Michelson Drive, Suite 100	Irvine	CA	92612
		California State Resources Agency	Environmental Review	1416 9th Street	Sacramento	CA	95814
		California Department of Water Resources	Division of Water Quality	PO Box 100	Sacramento	CA	95801
		Riverside County Planning Department		4080 Lemon Street, 9th Floor	Riverside	CA	92501
		California Air Resources Board	Evaluation and Planning	PO Box 2815	Sacramento	CA	95812
Bavan	Sara	Orange County Flood Control District		300 N. Flower, P.O. Box 4048	Santa Ana	CA	92702-4048
Begnell	Gene	Orange County Fire Authority		180 Water Street, P.O. Box 86	Orange	CA	92666-0086
Caretto	David	Aliso Water Management Agency		30290 Rancho Viejo Road	San Juan Capis	CA	92675
Chadwick	Dan	California Department of Fish and Game	South Coast Region	4949 Viewridge Avenue	San Diego	CA	92123
Cleary-Milan	Macie	Transportation Corridor Agencies		PO Box 53770	Irvine	CA	92619-3770
Corey	Ken	U.S. Fish and Wildlife Service	(760) 431- 9440	6010 Hidden Valley Road	Carlsbad	CA	92009
Crabtree	David	City of Brea		1 Civic Center Circle	Brea	CA	92821
Debic	Mark	California Integrated Waste Management B	Permitting and Enforcement	P.O. Box 4025	Sacramento	CA	95812-4025
Farror	Corice	U.S. Army Corps of Engineers	Regulatory Branch	911 Wilshire Blvd., P.O. Box 532711	Los Angeles	CA	90053-2325
Gordon	Amy	CRWQCB-SD		9174 Skypark Court, Suite 100	San Diego	CA	92123
Hart	Allison	City of Irvine		1 Civic Center Plaza	Irvine	CA	92623
Henshaw	Patricia	Orange County Health Care Agency		2009 East Edinger	Santa Ana	CA	92705
Holloway	Jim	City of San Clemente		910 Calle Negocio, Suite 100	San Clemente	CA	92673
Jones	David	South Coast Air Quality Management Distric		21865 Copley Drive	Diamond Bar	CA	91765-0939
Lass	Dixie	CRWQCB-SA		3737 Main Street, Suite 500	Riverside	CA	92501
Leahy	Arthur	Orange County Transportation Authority		550 S. Main Street, P.O. Box 14184	Orange	CA	92613-1584
McAfee	Lyn	NROC	Irvine Ranch Water District	15600 Sand Canyon Rd.	Irvine	CA	92618
Neely	Tim	NROC	Planning and Development Servi	300 North Flower	Santa Ana	CA	92703
Odermatt	John	CRWQCB-SD		9174 Sky Park, Suite 100	San Diego	CA	92123
O'Donnell	Tim	City of Brea		1 Civic Center Circle	Brea	CA	92821
Ramsey	Bill	City of San Juan Capistrano		32400 Paseo Adelanto	San Juan Capis	CA	92677
Setron	Aaron	U.S. Environmental Protection Agency		75 Hawthorne Street	San Francisco	CA	94105-3901
Simon	Tim	Orange County Sheriff's Department		30331 Crown Valley Parkway	Laguna Niguel	CA	92667
Smith	Jeff	Southern California Assoc. of Governments		818 West 7th Street, 12th Floor	Los Angeles	CA	90017
Smith	Steve	South Coast Air Quality Management Distric		21865 E. Copley Drive	Diamond Bar	CA	91765-0939
Talley	Dale	City of San Clemente		100 Avenida Presidio	San Clemente	CA	92672
Tamasi	Judi	Wildlife Corridor Conservation Authority		5750 Ramirez Canyon Road	Malibu	CA	90265
Tolles	Eric	City of Irvine		1 Civic Center Plaza	Irvine	CA	92606
Zoutendyk	David	U.S. Fish and Wildlife Service		2370 Loker Avenue West	Carlsbad	CA	92008

ATTACHMENT C

FIRST SET OF DUPLICATE LETTERS

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, July 14, 2004 7:46 AM
To: Hagthorp, Linda; Hull, Ray
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Natalie Vallejo [mailto:natsv777@aol.com]
Sent: Wednesday, July 14, 2004 12:35 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

If the vertical expansion is approved and the size of the usable area (the cap of the landfill) of the Regional Park is reduced, the MOU must allow for mitigation that will relocate the lost acreage, acre for acre, to a new park within the city of Brea. Also, there cannot be any loss of facilities or activities from this park because of its reduction in size.

The DEIR also does not provide a slope stability report on the landfill expansion, and puts the health and safety of the residents who live below the landfill and the workers at the landfill in danger. The DEIR clearly points out that "assumptions" were used to create this report based on a past project that only studied the height of the landfill to 1,300 feet. This project will add millions of tons of waste to landfill and apply additional pressures on the foundations and buttress holding back the fill to the height of 1,400 feet. A major earthquake could break the south buttress and trigger a landslide, and the south face of the landfill sits along the Whittier fault line.

The Final EIR must contain the actual project slope stability report based on the proposed project, and not previous assumptions to ensure the safety of homeowners and workers in the area. A draft report must be completed and circulated to the public before its inclusion into the final EIR. If safe slope stability cannot be obtained, then this project cannot proceed, and that is why it must be included in the final EIR.

As for the dump truck traffic going to the landfill through Brea's city streets, the DEIR completely disregards the resident's demands to have it removed! Numerous residents through letters and comments at the public scoping meeting, suggested a western access road alternative. The DEIR looked at the Tonner Canyon Road option, giving us a four-page explanation why it couldn't be done based on other projects, and did not look at any other alternatives to eliminate landfill traffic. This shows that IWMD has NO desire to change the access road. If landfill traffic is not removed from the core of Brea, this project should NOT be done! These trucks are noisy, dangerous, and smelly, they destroy the aesthetics of our city, and add congestion to our roads. Many people are worried that someday a person will get killed by one of these garbage trucks.

The final EIR must contain an actual study of a western access road to the landfill because Breans have asked for it. It is the least that IWMD can do regardless of if this road is built or not. This road should be designed to only last as long as the landfill is operational, and should be a private access road that is environmentally sensitive. This study must account for the cost of this road and it must not be bloated or outrageous.

Sincerely,

Natalie Vallejo
11311 Tampa Ave #8
Northridge, CA 91326

818-360-6344

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 12, 2004 10:18 AM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: George.Pascarzi@ocnet01.co.orange.ca.us
[mailto:George.Pascarzi@ocnet01.co.orange.ca.us]
Sent: Monday, July 12, 2004 9:58 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

George Pascarzi, MD
120 S Flower Hill St
Brea, CA 92821

714-996-7207

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 12, 2004 7:26 AM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: savebr2@laffan.lunarpages.com
[mailto:savebr2@laffan.lunarpages.com]
Sent: Friday, July 09, 2004 7:59 PM
Subject: Olinda Alpha Landfill Expansion

Barbara Arczynski

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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The DEIR also does not provide a slope stability report on the landfill expansion, and puts the health and safety of the residents who live below the landfill and the workers at the landfill in danger. The DEIR clearly points out that "assumptions" were used to create this report based on a past project that only studied the height of the landfill to 1,300 feet. This project will add millions of tons of waste to landfill and apply additional pressures on the foundations and buttress holding back the fill to the height of 1,400 feet. A major earthquake could break the south buttress and trigger a landslide, and the south face of the landfill sits along the Whittier fault line.

The Final EIR must contain the actual project slope stability report based on the proposed project, and not previous assumptions to ensure the safety of homeowners and workers in the area. A draft report must be completed and circulated to the public before its inclusion into the final EIR. If safe slope stability cannot be obtained, then this project cannot proceed, and that is why it must be included in the final EIR.

As for the dump truck traffic going to the landfill through Brea's city streets, the DEIR completely disregards the resident's demands to have it removed! Numerous residents through letters and comments at the public scoping meeting, suggested a western access road alternative. The DEIR looked at the Tonner Canyon Road option, giving us a four-page explanation why it couldn't be done based on other projects, and did not look at any other alternatives to eliminate landfill traffic. This shows that IWMD has NO desire to change the access road. If landfill traffic is not removed from the core of Brea, this project should NOT be done! These trucks are noisy, dangerous, and smelly, they destroy the aesthetics of our city, and add congestion to our roads. Many people are worried that someday a person will get killed by one of these garbage trucks.

The final EIR must contain an actual study of a western access road to the landfill because Breans have asked for it. It is the least that IWMD can do regardless of if this road is built or not. This road should be designed to only last as long as the landfill is operational, and should be a private access road that is environmentally sensitive. This study must account for the cost of this road and it must not be bloated or outrageous.

Brea Olinda High School cross country runners tell us that the air at Valencia and Birch streets is unhealthful. They find that they cough and are short of breath when they run in this area. How can we expect children attending school or playing in the sports park to be safe and free of asthma and other debilitating illnesses. Will they be able to play outside at recess or lunch? Will their teachers and those on duty on the playground be safe from airborne hazards. What might this situation cost citizens and public agencies due to lawsuits if the matter is left unaddressed?

Sincerely,

Barbara Arczynski
612 S. Maple Ave.
Brea, CA 92821

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Friday, July 09, 2004 3:22 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Barbara Grattan [mailto:barb535@cs.com]
Sent: Friday, July 09, 2004 3:01 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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PLEASE DO NOT MAKE OUR CITY TO BE KNOWN AS THE DUMP CITY OF ORANGE COUNTY.
BARBARA GRATTAN

Sincerely,

Barbara Grattan
2776 Sorrel St.
Brea, CA 92821

714 993-0094

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, July 06, 2004 10:56 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: JOSH HUBERT [mailto:FREEALL@SBCGLOBAL.NET]
Sent: Tuesday, July 06, 2004 10:14 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

JOSH HUBERT
125 BUCKTHORN DR
BREA, CA 92821

714-336-7363

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, July 06, 2004 8:53 AM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Tamara Martin [mailto:tmartin786@sbcglobal.net]
Sent: Tuesday, July 06, 2004 8:41 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Tamara Martin
310 Lotus Place
Brea, CA 92821

714-672-9513

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, July 06, 2004 7:49 AM
To: Hagthorp, Linda; Hull, Ray
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Jaimee Hubert [mailto:capturingmoments@hotmail.com]
Sent: Saturday, July 03, 2004 11:05 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Give us what we voted for!!!!!!!!!! Give us our park! It is so important for our city and the children in it!

Sincerely,

Jaimee Hubert
702 Lime St.
Brea, CA 92821

714-529-7098

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, July 06, 2004 7:49 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Beth Mooney [mailto:bethmooney@sbcglobal.net]
Sent: Friday, July 02, 2004 6:47 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Please do not renege on the original deal!!

Sincerely,

Beth Mooney
260 W Birch St Apt D203
Brea, CA 92821

714-674-0476

Hull, Ray

From: OAL, RELOOC
Sent: Friday, July 02, 2004 4:53 PM
To: Hull, Ray
Cc: Amirhosseini, Susan; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Bonnie Diplock [mailto:blueeyesbon@aol.com]
Sent: Friday, July 02, 2004 3:55 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Please consider removing the trucks from their current route. Think about our childrens health and safety growing up in brea. All of the air polution that they will be breathing in at the schools, sports park and even in their own backyards. When we purchased our home we were told of when the landfill would close. Not to be extended. We were also not informed as to the truck traffic to be increasing along Valencia.

Sincerely,

Bonnie Diplock
3625 Falcon Way
Brea, CA 92823

714-528-1027

Hull, Ray

From: Hagthorp, Linda
Sent: Friday, July 02, 2004 4:53 PM
To: Hull, Ray
Cc: Amirhosseini, Susan; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: D Dapkus [mailto:debbiedapkus@yahoo.com]
Sent: Friday, July 02, 2004 4:13 PM
Subject: Olinda Alpha Landfill Expansion

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I am concerned w/ the fact that the students who will attend the new school at Birch & Valencia will be walking to school on the same streets that the trucks travel on. For the safety of our children the truckers should be made to drive on Tonner Canyon from the 57 and not be allowed on Valencia.

Sincerely,

D Dapkus
3671 Falcon Way
Brea, CA 92823

7141234567

Hull, Ray

From: Hagthorp, Linda
Sent: Friday, July 02, 2004 3:00 PM
To: Hull, Ray; Amirhosseini, Susan; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Kathy Steinke [mailto:kathy@dkssales.com]
Sent: Friday, July 02, 2004 12:44 PM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

Kathy Steinke
3625 Skylark Way
Brea, CA 92823

714-993-0883

Hull, Ray

From: savebr2@laffan.lunarpages.com
Sent: Friday, July 02, 2004 10:23 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Warren LaRose
537 S. Laurel Avenue
Brea, CA 92821

714-255-1041

Hull, Ray

From: Johnathan T. Boyce [boyce_johnathan@yahoo.com]
Sent: Friday, July 02, 2004 10:09 AM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

Johnathan T. Boyce
3868 Whistle Train Road
Brea, CA 92823

714-996-4311

Hull, Ray

From: Debbie Lindblom [lindblommom@aol.com]
Sent: Friday, July 02, 2004 9:08 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Debbie Lindblom
1005 E Elm St
Brea, CA 92821

714 671-4949

Hull, Ray

From: Keith Davidson [kdavidson1@adelphia.net]
Sent: Thursday, July 01, 2004 11:11 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Breans concerns about ground water contamination must be addressed in the EIR and address potential dangers and costs to clean up contaminated groundwater.

Sincerely,

Keith Davidson
1624 N Cedarcrest Dr
Brea, CA 92821

714-529-9817

Hull, Ray

From: Karen Hopkins [karsails@earthlink.net]
Sent: Thursday, July 01, 2004 10:04 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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My nephew and nieces live near the Olinda Alpha Landfill and I am concerned that they will be losing the park they were promised.

Sincerely,

Karen Hopkins
1123 10th Street
Santa Monica, CA 90403

310-451-3561

Hull, Ray

From: Wylie Strohl [wstrohl@mowmp.org]
Sent: Thursday, July 01, 2004 5:48 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Wylie Strohl
2979 Colton Rd
Pebble Beach, CA 93953

831-375-4454

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 3:26 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Zeena Adal [mailto:zeena_adal@yahoo.com]
Sent: Thursday, July 01, 2004 2:54 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Zeena Adal
670 Partridge Drive
Brea, CA 92823

Hull, Ray

From: Hagthrop, Linda
Sent: Thursday, July 01, 2004 2:51 PM
To: Hull, Ray; Amirhosseini, Susan
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Tina Johnson [mailto:tmjohn22@yahoo.com]
Sent: Thursday, July 01, 2004 2:26 PM
Subject: Olinda Alpha Landfill Expansion

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As President of MOMS Club Brea-South I must say that I am saddened that our leaders choose to pursue revenues from waste disposal rather than providing amenities, such as this proposed park, for our families. I implore that the above elected officials seriously rethink the proposed expansion and provide alternatives that will benefit the many families in North Orange County. Also I must add that I loathe driving through Brea on Imperial Highway and Valencia Avenue and avoid it whenever possible. The trucks show no concern for others on the road. Having such traffic coursing the through the middle of Brea is not a wise idea. Please explore all alternatives.

Sincerely,

Tina Johnson
660 Partridge Drive
Brea, CA 92823

714-961-1707

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 10:53 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Kim Byrnes [mailto:kimabyrnes@aol.com]
Sent: Thursday, July 01, 2004 10:45 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Kim Byrnes
365 Tangerine Pl.
Brea, CA 92823

714-993-2203

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 8:36 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Dorothy [mailto:dakerblom@aol.com]
Sent: Thursday, July 01, 2004 8:37 AM
Subject: Olinda Alpha Landfill Expansion

Dorothy Akerblom

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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As for the dump truck traffic going to the landfill through Brea's city streets, the DEIR completely disregards the resident's demands to have it removed! Numerous residents through letters and comments at the public scoping meeting, suggested a western access road alternative. The DEIR looked at the Tonner Canyon Road option, giving us a four-page explanation why it couldn't be done based on other projects, and did not look at any other alternatives to eliminate landfill traffic. This shows that IWMD has NO desire to change the access road. If landfill traffic is not removed from the core of Brea, this project should NOT be done! These trucks are noisy, dangerous, and smelly, they destroy the aesthetics of our city, and add congestion to our roads. Many people are worried that someday a person will get killed by one of these garbage trucks.

The final EIR must contain an actual study of a western access road to the landfill because Breans have asked for it. It is the least that IWMD can do regardless of if this road is built or not. This road should be designed to only last as long as the landfill is operational, and should be a private access road that is environmentally sensitive. This study must account for the cost of this road and it must not be bloated or outrageous.

Sincerely,

Dorothy
Akerblom
Los Angeles, CA 90049

(310) 472-8050

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 8:36 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Sherry [mailto:missu59@pacbell.net]
Sent: Thursday, July 01, 2004 8:12 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Where does it end, when there are no places for families to go to enjoy nature??? When instead of seeing the beauty of the hills and open land we only see the tops of houses, instead of hearing the sounds of birds singing we only hear the sound of trash trucks driving by?

Sincerely,

Sherry
825 Tamarack Ave #35
Brea, CA 92821

714-671-0136

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:49 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: savebr2@laffan.lunarpages.com
[mailto:savebr2@laffan.lunarpages.com]
Sent: Thursday, July 01, 2004 7:47 AM
Subject: Olinda Alpha Landfill Expansion

Joy Dean

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Joy Dean
565 Morning Dove PL
Brea, CA 92823

714-792-0482

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:49 AM
To: Hagthorp, Linda; Hull, Ray
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Lisa Alford [mailto:mrswestcoastdiva@aol.com]
Sent: Thursday, July 01, 2004 7:47 AM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

Lisa Alford
565 Morning Dove PL
Brea, CA 92823

714-792-0482

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:49 AM
To: Hagthrop, Linda; Hull, Ray
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: savebr2@laffan.lunarpages.com
[mailto:savebr2@laffan.lunarpages.com]
Sent: Thursday, July 01, 2004 7:47 AM
Subject: Olinda Alpha Landfill Expansion

Demetrio Alford

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Sincerely,

Demetrio Alford
565 Morning Dove PL
Brea, CA 92823

714-792-0482

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:49 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Jodi Savino [mailto:JSavmomof3@aol.com]
Sent: Wednesday, June 30, 2004 10:42 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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My kids go to Brea schools and play sports in Brea. These kids need this park! Don't take it away from them! Thank you.

Sincerely,

Jodi Savino
2908 Parkwood Ct.
Fullerton, CA 92835

714-671-1630

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:48 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Won Yu [mailto:wonheuiyu@sbcglobal.net]
Sent: Wednesday, June 30, 2004 9:31 PM
Subject: Olinda Alpha Landfill Expansion

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Please keep Brea a beautiful community and don't litter it with DUMP trucks. We already see too many of them everyday.

Sincerely,

Won Yu
3991 Trolley Ct.
Brea, CA 92823

714-986-9852

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:47 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: m w kim [mailto:mwkim22@sbcglobal.net]
Sent: Wednesday, June 30, 2004 8:48 PM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

m w kim
3974 grandview dr
brea, CA 92823

714 524 7259

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:47 AM
To: Hull, Ray; Haghthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Robert Kay [mailto:kayrob33@aol.com]
Sent: Wednesday, June 30, 2004 8:23 PM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

Robert Kay
429 S. Poplar
Brea, CA

714 529-7585

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:47 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Michael Ajemian [mailto:MIKAAJ@MSN.COM]
Sent: Wednesday, June 30, 2004 8:04 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

If the vertical expansion is approved and the size of the usable area (the cap of the landfill) of the Regional Park is reduced, the MOU must allow for mitigation that will relocate the lost acreage, acre for acre, to a new park within the city of Brea. Also, there cannot be any loss of facilities or activities from this park because of its reduction in size.

The DEIR also does not provide a slope stability report on the landfill expansion, and puts the health and safety of the residents who live below the landfill and the workers at the landfill in danger. The DEIR clearly points out that "assumptions" were used to create this report based on a past project that only studied the height of the landfill to 1,300 feet. This project will add millions of tons of waste to landfill and apply additional pressures on the foundations and buttress holding back the fill to the height of 1,400 feet. A major earthquake could break the south buttress and trigger a landslide, and the south face of the landfill sits along the Whittier fault line.

The Final EIR must contain the actual project slope stability report based on the proposed project, and not previous assumptions to ensure the safety of homeowners and workers in the area. A draft report must be completed and circulated to the public before its inclusion into the final EIR. If safe slope stability cannot be obtained, then this project cannot proceed, and that is why it must be included in the final EIR.

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The final EIR must contain an actual study of a western access road to the landfill because Breans have asked for it. It is the least that IWMD can do regardless of if this road is built or not. This road should be designed to only last as long as the landfill is operational, and should be a private access road that is environmentally sensitive. This study must account for the cost of this road and it must not be bloated or outrageous.

Sincerely,

Michael Ajemian
1962 Arts Avenue
Brea, CA 92821

714-231-5791

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:47 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: brad byrnes [mailto:bradbyrnes@aol.com]
Sent: Wednesday, June 30, 2004 5:39 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

brad byrnes
tangerine
brea, CA 92823

7149932203

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Thursday, July 01, 2004 7:46 AM
To: Hagthorp, Linda; Hull, Ray
Subject: FW: Olinda Alpha Landfill Expansion

Siska Utama

-----Original Message-----

From: Utama@laffan.lunarpages.com [mailto:Utama@laffan.lunarpages.com]
Sent: Wednesday, June 30, 2004 5:03 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Utama, Siska
335 Amberwood Dr
Walnut, CA 91789

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 3:05 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Laura Piroutek [mailto:lpiroute@aol.com]
Sent: Wednesday, June 30, 2004 3:00 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Please do not extend the landfill. The citizens of Brea are being penalized unfairly. I have lived in Brea for 22 years, and am unhappy that the dumpsite dates keep being extended.

Sincerely,

Laura Piroutek
153 Morning Glory Street
Brea, CA 92821

714-524-6766

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 3:04 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Mary Jane Piroutek [mailto:mjpiroutek@aol.com]
Sent: Wednesday, June 30, 2004 2:59 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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The citizens of Brea are being penalized unfairly. I have lived in Brea for 25 years, and are unhappy that the dumpsite dates keep being extended, Please do not extend the landfill.

Sincerely,

Mary Jane Piroutek
153 Morning Glory Street
Brea, CA 92821

714-524-6766

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 3:03 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Dr. Gary Piroutek [mailto:piroutek@aol.com]
Sent: Wednesday, June 30, 2004 2:57 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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We have lived in Brea for 25 years, and are unhappy that the dumpsite dates keep being extended, the citizens of Brea are being penalized unfairly. Please do not extend the landfill.

Sincerely,

Dr. Gary Piroutek
153 Morning Glory Street
Brea, CA 92821

714-524-6766

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 3:03 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Mrs. Martha Piroutek [mailto:piroutek@aol.com]
Sent: Wednesday, June 30, 2004 2:56 PM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

Mrs. Martha Piroutek
153 Morning Glory Street
Brea, CA 92821

714-524-6766

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 3:03 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Alyse Adams [mailto:agunteradams@sbcglobal.net]
Sent: Wednesday, June 30, 2004 2:49 PM
Subject: Olinda Alpha Landfill Expansion

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Too many promises, no commitment by the officials is getting to be the motto. Prove them all wrong and support those of us who want to see the follow-thru of the original plan.

Sincerely,

Alyse Adams
997 Oranewood Drive
Brea, CA 92821

714-529-4440

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 3:02 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: H. D. Foley [mailto:hdfret@aol.com]
Sent: Wednesday, June 30, 2004 2:39 PM
Subject: Olinda Alpha Landfill Expansion

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Sincerely,

H. D. Foley
102 S. Flower Hill St.
Brea, CA 92821

Hull, Ray

From: Hagthrop, Linda
Sent: Wednesday, June 30, 2004 1:29 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: savebr2@laffan.lunarpages.com
[mailto:savebr2@laffan.lunarpages.com]
Sent: Wednesday, June 30, 2004 1:13 PM
Subject: Olinda Alpha Landfill Expansion

Carol Heyer

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Carol Heyer
925 Ave. Arboles
Thousand Oaks, CA 91360

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 12:52 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Mark Jaspersen [mailto:markj@sbcglobal.net]
Sent: Wednesday, June 30, 2004 12:12 PM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Mark Jasperson
2000 monroe Ave nw
gRAND rAPIDS, mI 49505

6164536521

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 10:38 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

forwarded from RELOOC in-box.

-----Original Message-----

From: Alison Bergquist [mailto:Abergquist789@aol.com]
Sent: Wednesday, June 30, 2004 10:23 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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outrageous.

Sincerely,

Alison Bergquist
150 S. FlowerHill St.
Brea, CA 92821

714-524-7995

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 10:39 AM
To: Hull, Ray; Haghthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

forwarded from RELOOC in-box

-----Original Message-----

From: Co Huynh [mailto:co@calnetix.com]
Sent: Wednesday, June 30, 2004 10:25 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Co Huynh
3618 Skylark Way
Brea, CA 92823

562-293-1665

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 10:40 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

forwarded from RELOOC in-box

-----Original Message-----

From: Andra Cullen [mailto:gcrafai@bakemarkwest.com]
Sent: Wednesday, June 30, 2004 10:31 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Andra Cullen
253 Mountain Ct
Brea, CA 92821

714-256-10101

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 11:46 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Monica Enriquez [mailto:menrique1@excite.com]
Sent: Wednesday, June 30, 2004 11:42 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Monica Enriquez
553 N. Pacific Coast Hwy. #434
Redondo Beach, CA 90277

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 11:46 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Danny Schreiber [mailto:dSchreiber@pkfamily.com]
Sent: Wednesday, June 30, 2004 11:30 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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My wife and I have enjoyed visiting your cute town for shopping and dinner, but the excessive traffic has certainly made the journey less pleasant. Sitting behind the big smelly trucks at traffic lights just takes away from a day's excursion and makes shopping in Brea something to avoid. Please get the trucks off your streets before visitor's to Brea get so upset with the situation that we stop coming.

Sincerely,

Danny Schreiber
1750 Sandalwood Place
Thousand Oaks, CA 91362

805-492-0644

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Wednesday, June 30, 2004 11:45 AM
To: Hagthrop, Linda; Hull, Ray
Subject: FW: Olinda Alpha Landfill Expansion

-----Original Message-----

From: Nicole Schreiber [mailto:nschreiber@pkfamily.com]
Sent: Wednesday, June 30, 2004 11:24 AM
Subject: Olinda Alpha Landfill Expansion

I am outraged that the County of Orange is taking back the planned Olinda Regional Park. The vertical expansion of the Olinda Alpha Landfill will reduce the park to almost one-quarter its original planned size, and this is unacceptable! This park was promised to the residents of Brea and North Orange County as mitigation for the 1992 expansion of Olinda Alpha Landfill that allowed the landfill to operate an additional 16 years through 2021. The Draft Environmental Report does not acknowledge the people's desire for a Regional Park that provides the numerous facilities and recreational activities laid out in a 1994 General Development Plan that was put together by Brea residents and the Department of Harbors, Beaches and Parks.

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Sincerely,

Nicole Schreiber
1750 Sandal Wood Place
Thousand Oaks, CA 91362

805-492-0644

ATTACHMENT D

SECOND SET OF DUPLICATE LETTERS

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 1:06 PM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: AL BERTULLI [mailto:beval@adelphia.net]
Sent: Monday, July 19, 2004 12:14 PM
Subject: Dump the Trucks at OAL!

THIS SHOULD BE YOUR NUMBER ONE PRIORITY.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

AL BERTULLI
5610 WESHAM PLC.
BREA, CA 92821

562 6970370

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 1:07 PM
To: Hagthorp, Linda; Hull, Ray
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Anthony Cardinale [mailto:ajcard@pabell.net]
Sent: Monday, July 19, 2004 12:56 PM
Subject: Dump the Trucks at OAL!

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduced air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Anthony Cardinale
1175 Beechwood Dr
Brea, CA 32821

714-256-4602

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 11:37 AM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Andra Cullen [mailto:acrefai@bakemarkwest.com]
Sent: Monday, July 19, 2004 11:07 AM
Subject: Dump the Trucks at OAL!

The last thing that we need in Brea is an increase in traffic. It's a beautiful city and should remain to be so. I moved to Brea from Ohio 3 years ago and absolutely fell in love with the city.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Andra Cullen
253 Mountain Ct
Brea, CA, CA 92821

714-256-1010

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:01 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Jim Dower [mailto:djdower@adelphia.net]
Sent: Sunday, July 18, 2004 3:36 PM
Subject: Dump the Trucks at OAL!

Truck route would be appropriate given future school plans.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Jim Dower
183 Morning Glory
Brea, CA 92821

714.816.6330

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:02 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Wm. Holtzen [mailto:holtzen@adelphia.net]
Sent: Sunday, July 18, 2004 9:19 PM
Subject: Dump the Trucks at OAL!

I fully agree with the letter above. As a first time home owner with a house that backs up to Valencia I experience the noise, pollution, smell, and trash that is brought in by these trucks daily starting at 6am or early. What also concerns me is that I regularly hear the sound of truck brakes locking up or skidding to a stop. I believe it won't be long before there is a serious accident.

I understand that the Brea landfill is needed but that does not mean that this route must be used. PLEASE consider an alternate route such as Toner.

Thank you.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner-Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Wm. Holtzen
435 Hummingbird Dr
Brea, CA 92823

714-879-3901 x1243

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:01 AM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Art Hutton [mailto:spectral52@aol.com]
Sent: Sunday, July 18, 2004 5:41 PM
Subject: Dump the Trucks at OAL!

The only real solution to this obnoxious and unwanted traffic on Imperial Hwy. is to eliminate it. Why must the citizens of Brea be exposed to this outrageous and unsafe flow of trash and garbage through our main traffic artery? Why aren't the politicians, who we have elected to office, looking after the best interests of those who have put them in office? Get these trucks off of our city roads!!

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Art Hutton
211 St. Crispin Ave.
Brea, CA 92821

Hull, Ray

From: Hagthrop, Linda
Sent: Monday, August 02, 2004 8:32 AM
To: Hull, Ray
Cc: Amirhosseini, Susan
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Tina Johnson [mailto:tmjohn22@yahoo.com]
Sent: Monday, August 02, 2004 8:20 AM
Subject: Dump the Trucks at OAL!

It used to be that I was primarily concerned about the traffic, but now other issues are
have equalled the traffic concern. My children have been having respiratory problems this
summer, I suspect that it might be from playing in our front yard which is only 200-300
feet from Valencia Avenue. When we are in our yard it constantly smells of exhaust. I
have lived near a freeway before and this smells worse. My children have been
experiencing difficulty taking deep breathes without wheezing. We have no history of
asthma in our family.

Valencia Avenue is the dirtiest street I have ever seen. There is constantly trash on it
that falls off the trucks. This trash is not picked up, but is thrown onto medians or
into the nearby open space where it is still visible from the road. This is also harmful
to the environment as I saw a huge chunk of polystyrene sit in open space for two weeks
and it is still there! No one in the public sector seems to notice or care about this
very dirty street.

On a weekly basis a hauler parks in my neighborhood. Whether it is to fix his truck or
communicate with his company or to even eat lunch they park on Sandpiper or Partridge and
a majority of the time let their truck idle while they conduct their business. This is
dangerous to the small children who live on these streets in two ways. First, it is never
safe to have a large truck driving through a residential neighborhood, especially one with
small children playing in their yard. Second, the amount of exhaust wafting through the
neighborhood and into our houses can choke children. My children gasp for breath after
one of these incursions.

I would also like to add that there have been incidents of truck drivers harassing female
residents as they get their exercise on the jogging path along Valencia. The wolf
whistles, crude comments and even pulling over to pursue an encounter are frightening and
SHOULD NOT be occurring in a nice residential neighborhood such as Olinda Ranch. I have
been approached and feared for my safety. I now no longer walk on Valencia, jogging path
or no. Also when I see a hauler pull into our neighborhood I immediately escort my
children inside our house fearing for our safety. It is sad that I don't even feel safe
on my own street in broad daylight in a neighborhood of upper-middle class homes. This
along with the concerns listed in the form letter below make me hope that somebody is
listening will take positive action for the residents of Brea regarding the landfill.

We would move, but we really cannot afford to and also this house was built for us. We
picked out everything in it to make us, as a young family, happy. We knew about the
landfill before we moved in and we knew it was supposed to close in 2013. It is much
worse than anyone ever portrayed to us when we did our research pre-buy. This is not
buyers remorse or ignorance on our part. This is simply that such traffic should never be
allowed to go through any residential neighborhood.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic
going to the landfill on Brea's streets anymore. If the City and County are determined to
extend this landfill, then you must find an alternative traffic route to the landfill.
This could be accomplished by using Tonner Canyon for a private, environmentally friendly
access road or by closing the landfill on time in 2013. This road should be built as soon
as possible to help alleviate the traffic nightmares that we already experience here in

Hull, Ray :

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, July 20, 2004 11:06 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Jack & Marianne Keating [mailto:jackeating@sbcglobal.net]
Sent: Tuesday, July 20, 2004 10:57 AM
Subject: Dump the Trucks at OAL!

We are both in our 70s. We moved here to be close to our children and grandchildren & because Brea is "The City of Trees". How about keeping the spirit of that theme and follow the will of the majority of citizens. It is bad enough that the hills are "disappearing" and the air is worse by the day and toe traffic is terrible. Please do what you "can do" to keep Brea a nice quiet, clean, healthy environment and a destination city for nice people will want to live.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Jack & Marianne Keating
2066 Arts Ave
Brea, CA 92821

714-671-5977

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:02 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Robert Lawton [mailto:rlawton@mercuryinsurance.com]
Sent: Monday, July 19, 2004 7:33 AM
Subject: Dump the Trucks at OAL!

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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Sincerely,

Robert Lawton
3624 Skylark Way
Brea, CA 92823

714-238-6822

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 8:01 AM
To: Hull, Ray; Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Donald Parker [mailto:dltlparker@aol.com]
Sent: Sunday, July 18, 2004 4:33 PM
Subject: Dump the Trucks at OAL!

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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Sincerely,

Donald Parker
622 E. Lennox Ct.
Brea, CA 92821-7302

714-529-5753

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Monday, July 19, 2004 4:39 PM
To: Hull, Ray; Hagthrop, Linda
Subject: FW: Dump the Trucks at OAL!

They sent this message 6 times. I am only forwarding one. (They are all the same.)

-----Original Message-----

From: Dr. and Mrs. Gary M. Piroutek [mailto:piroutek@aol.com]
Sent: Monday, July 19, 2004 4:37 PM
Subject: Dump the Trucks at OAL!

We have been residents of Brea for 25 years, and were told repeatedly that the landfill/dumpsite would be closed. That year for closure keeps being pushed farther into the future. The conditions are not adequate for keeping the landfill open longer. A new elementary school is scheduled to be built at the corner of Valencia and Birch streets with many threats of large trucks to our children. The quality of life with the added traffic, pollution, noise, and decreased park land will have a negative impact to the citizens of Brea and nearby Yorba Linda and Placentia residents. It is not reasonable to keep changing the dumpsite closure dates-As residents, we want to have confidence in the information that we are being told is correct; but continually changing the dates does not make this possible.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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As for the regional park on top of the landfill, the county must replace the lost acres to a new park with the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Dr. and Mrs. Gary M. Piroutek
153 Morning Glory Street
Brea, CA 92821

(714) 524-6766

Hull, Ray

From: Hagthrop, Linda
Sent: Thursday, July 22, 2004 3:28 PM
To: Hull, Ray; Amirhosseini, Susan
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Cynthia & Ramon Valdez [mailto:2animals@sbcglobal.net]
Sent: Wednesday, July 21, 2004 2:01 PM
Subject: Dump the Trucks at OAL!

We chose this city to buy a home in because it seemed rather peaceful, however, with all these trucks coming through all the time it is not the peaceful haven we were expecting.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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Sincerely,

Cynthia & Ramon Valdez
4322 Hillside Rd
Brea, CA 92823

714-572-2493

Hull, Ray

From: Hagthrop, Linda
Sent: Monday, July 26, 2004 9:14 AM
To: Hull, Ray
Cc: Amirhosseini, Susan
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: rebecca vargas [mailto:varbeckyl@cs.com]
Sent: Thursday, July 22, 2004 5:06 PM
Subject: Dump the Trucks at OAL!

my ashma is worse when the windows open, lots of dust on windows and furniture. when the trucks on valencia will sandwitch you in like the own the road. diesel toxic fumes bad

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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Sincerely,

rebecca vargas
3616 falcon way
brea, CA 92823



ATTACHMENT E

THIRD SET OF DUPLICATE LETTERS

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name MELANIE SCHLOTTERBECK

Address 171 COZUMEL CT.

City LAGUNA BEACH E-Mail OCPARKBUILDER@YAHOO.COM

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

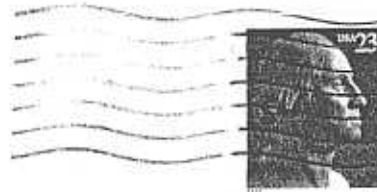
Name FRED & ANITA FELDMAN

Address 5700 CARBON CANYON RD, #109

City BREA E-Mail

M. SCHLOTTERBECK
171 COZUMEL CT.
LAGUNA BEACH, CA

92651



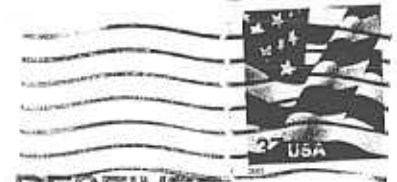
RECEIVED

JUL 28 2004

I.W.M.D.

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

Mr. & Mrs. Fredric S. Feldman
5700 Carbon Canyon Rd Spc 109
Brea CA 92823-7024

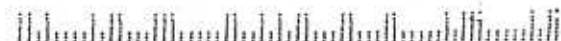


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Mr. D. Bettencourt
2580 Branch Ln
Brea, CA 92821



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Santa Ana, CA 92703

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GLENN GOLDSTEIN
1255 TAMARACK AVE
BREA CA 92821-2154



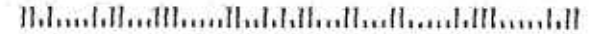
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County of Orange
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Santa Ana, CA 92703

03



In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name DON & KAREN BETTENCOURT
Address 2580 BRANCH LANE
City BREA E-Mail _____

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name Glenn & Nancy GOLDSTEIN
Address 1255 TAMARACK AVE
City BREA, CA 92821 E-Mail gnjg@earthlink.net

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- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name SUNG BAIK S.U. Baik
 Address 1225 PONDEROSA AV
 City BREA E-Mail S.U. Baik

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension. *However, I see no alternative*
- I ^{strongly} oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name Ann M Summers
 Address 215 Verbena Lane
 City Brea CA 92823 E-Mail stephensummers@adelphia.net

S. BAIK
1225 PONDEROSA AV
BREA, CA 92823



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Ann Steve Summers
215 Verbena Lane
Brea, CA 92823



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 Address 1225 PONDEROSA AV
 City BREA E-Mail S.U. Baik

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Name Ann M Summers
 Address 215 Verbena Lane
 City Brea CA 92823 E-Mail stephensummers@adelphia.net

S. BAIK
1225 PONDEROSA AV
BREA, CA 92821

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Ann Steve Summers
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NO ROAD THROUGH TONNER CANYON!

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

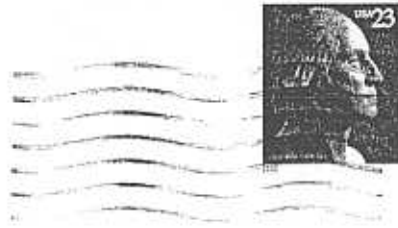
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Name Michael Slavich
 Address 1605 Cedarcrest Dr.
 City Brea E-Mail pslavich@hotmail.com

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- I support increased traffic mitigation along Valencia Avenue.

Name Claudia Hamano
 Address 234 Longbranch Cir.
 City Brea, CA 92821 E-Mail _____



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Munjo & Claudia Hamano
 234 Longbranch Circle
 Brea, CA 92821

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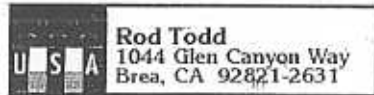
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Name M/M RODNEY TODD
 Address 1044 GLEN CANYON WAY
 City BREA E-Mail _____

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Name Fred and Melinda Roman
 Address 1414 Central #61
 City Brea E-Mail MurlyandFred@aol.com

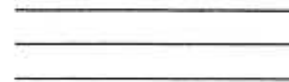


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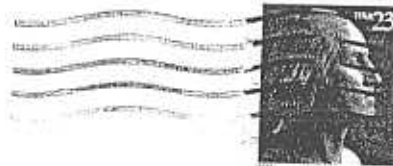
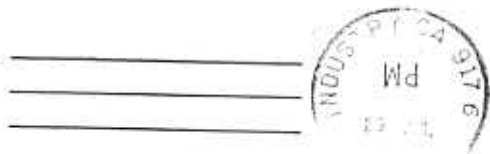
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Name E. BRANDT
Address 2427 E WOODFIELD PK
City BREA E-Mail _____

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Name Eugen & Becky Williams
Address 270 Lilac Ln.
City BREA E-Mail WBeck855@Aol.com



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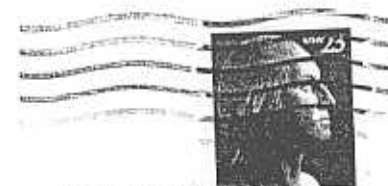
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Eugen & Rebecca Williams
270 Lilac Lane
Brea, CA
92823



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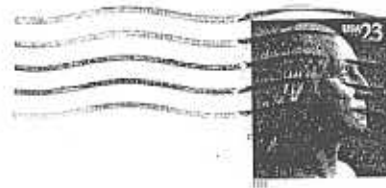
Name AMY MARSHALL
 Address 165 N. BUCKTHORN DR
 City BREA E-Mail _____

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- I support increased traffic mitigation along Valencia Avenue.

Name VERELYN PRESTAGE
 Address 354 OLINDA DR
 City BREA, CA 92823 E-Mail verelyn@msw.com

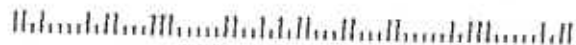
Marshall
165 Buckthorn
Brea, CA 92823



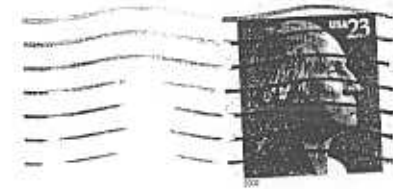
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John & Verelyn Prestage
 354 Olinda Drive
 Brea, Ca. 92823-7040

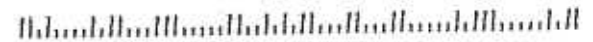


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Name SYE AND DICK KNIRK 214
 Address 869 W. WOODCREST AVE 92821
 City BREA 92821 E-Mail R.KNIRK@GATHLINK.NET

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Name LUANNE COLLINS
 Address 540 E. BUTTOWOOD DR
 City BREA E-Mail _____



RICHARD L. KNIRK
 869 W. WOODCREST AVENUE
 BREA, CA 92821-1852

"Support Our Troops"

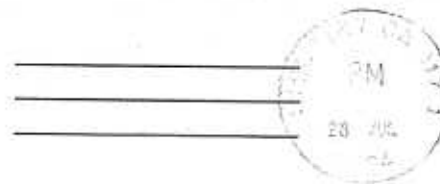


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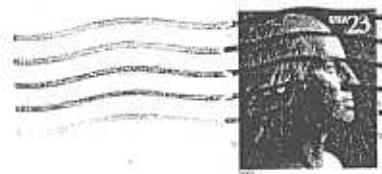
Name Stella L Causland
 Address 240 Brookshire Pl
 City Brea E-Mail KLASSACTT@AOC.com

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Name Roy and Frances Hanks
 Address 1200 Mariposa Dr.
 City Brea 92821 E-Mail _____

d Causland
240 Brookshire Pl
Brea, Ca 92821

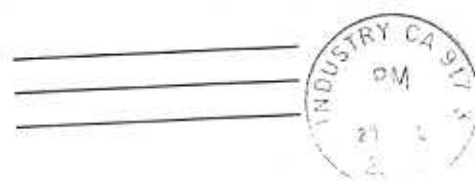


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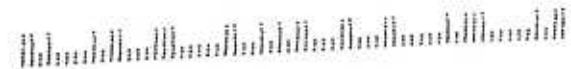
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270348000



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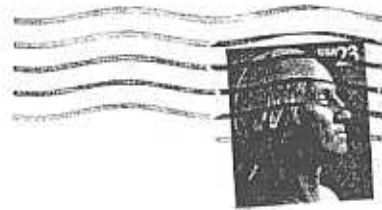
Name KATHLEEN MARTIN
 Address 833 DAVIDSON CT
 City BREA E-Mail KATHMAT@aol.com

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Name REED & ARLENE JOHNSON
 Address 2591 FLANDERS CT.
 City BREA E-Mail RJHOME@EARTHLINK.NET

KLM
 833 Davidson Ct
 Brea, CA 92821

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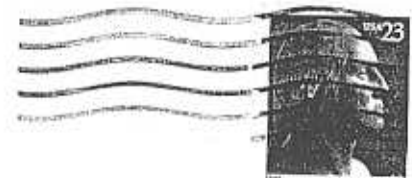
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 Integrated Waste Management Department
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 Santa Ana, CA 92703



Reed & Arlene Johnson
 2591 Flanders Ct.
 Brea, CA 92821

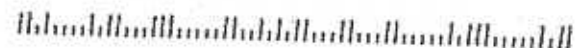



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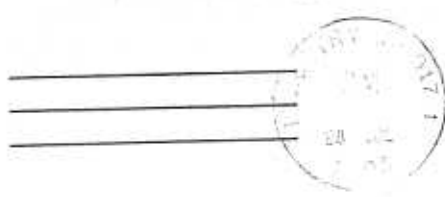
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Name LEO BURKE
 Address 409 DEVONSHIRE DRIVE
 City BREA E-Mail LEOB@PACBELL.NET

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Name JOHN S. & ANTOINETTE PALAZZO
 Address 258 GOLDENROD ST.
 City BREA, CA 92821 E-Mail —

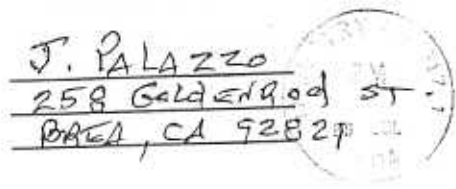


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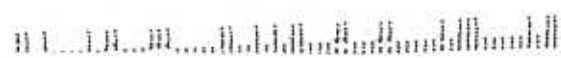


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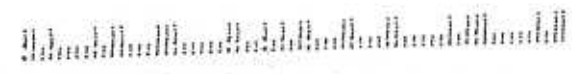
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270248000



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Name Alice L. Buckles
 Address 5700-113 Carbon Cyn Rd
 City Brea E-Mail _____

Alice L. Buckles
 5700-113 Carbon Cyn Rd
 Brea, CA 92822



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Mr. Ray Hull
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 Integrated Waste Management Department
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Name John Barlass
 Address 745 N. Forbes Dr.
 City Brea E-Mail sterrajohn@bigzoo.net

Barlass
745 N. Forbes Dr.
Brea, CA 92821

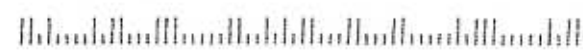
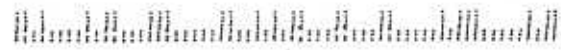


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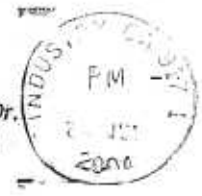
Name Craig King
 Address 1340 La Canada Dr.
 City Brea Ca E-Mail craigking@adelphia.net

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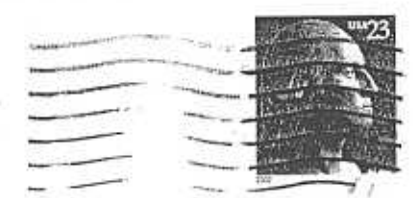
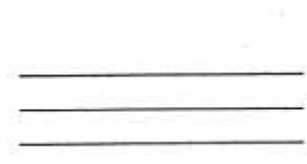
Name SANDRA EWOR
 Address 5700 CARBON CANYON RD. #49
 City BREA E-Mail Ø

Craig King
 1340 La Canada Dr.
 Brea, CA 92821



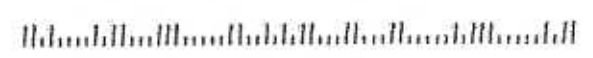
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 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
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Name DANIEL FEHNER

Address 1702 Eucalyptus St.

City Brea CA. E-Mail Concitato@Hotmail.com

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Name Michelle Dikens

Address 1109 Linden way

City Brea E-Mail mdikens@ucbl.edu

D. FEHNER
1702 EUCALYPTUS
BREA, CA 92801

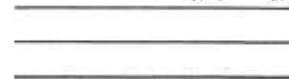


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Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

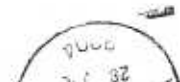


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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703



In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name Ed Reed
Address 1626 N. Dorothy Dr.
City Brea CA 92821 E-Mail _____

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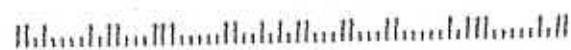
Name Mike Lowe
Address 360 SEQUOIA AVE
City BREA E-Mail _____

Reed
1626 N. Dorothy Dr.
Brea CA 92821



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- I support increased traffic mitigation along Valencia Avenue.

Name CHARLES HUNTER
 Address 5700 CARBON CYN. RD. SP121
 City BREA, CA E-Mail _____

LITTLE STRONGLY OPPOSE
 EXPANSION/EXTENSION, BUT IF THIS HAPPENS,
 A ROAD MUST BE BUILT TO GET TRASH TRUCKS
 OFF BREA'S
 STREETS

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

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- ~~• I support increased traffic mitigation along Valencia Avenue.~~

Name DIANE TAYLOR
 Address 175 BURNINGOEN DRIVE
 City BREA, 92923 E-Mail _____



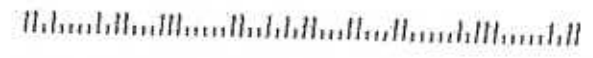
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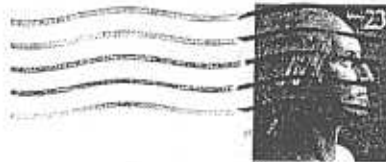


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Name Ronald Joyce Ulshofer
 Address 321 Roundtree
 City Brea, CA E-Mail ulshofer@po.box.com

Ronald and Joyce Ulshofer
 321 Roundtree Court
 Brea, CA 92821



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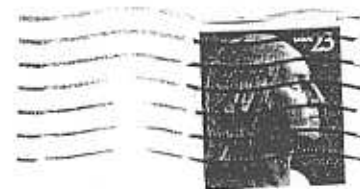
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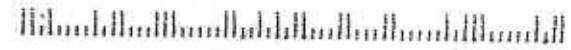
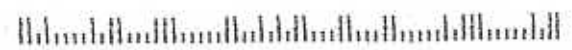
Name RICK + ANN MARSHALL
 Address 1430 BEECHWOOD DR
 City BREA, CA 92821 E-Mail BCCRICK50@TSM.CO

MARSHALL
 1430 BEECHWOOD DR
 BREA, CA 92821



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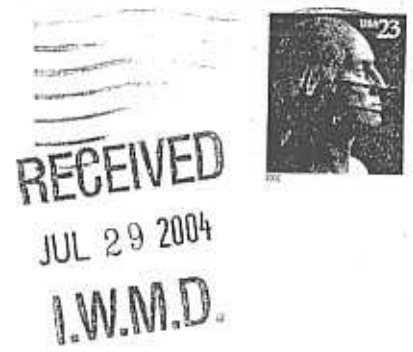
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Name Robert E. Caldwell
Address 5700 Carbon Canyon Rd.
City Brea E-Mail _____

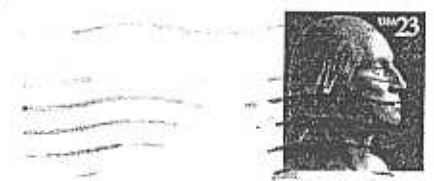
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Name Lenore Arrick
Address 5700 Carbon Canyon Rd # 55
City Brea E-Mail _____



Mr. Ray Hull
County of Orange
Integrated Waste Management Department
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Santa Ana, CA 92703

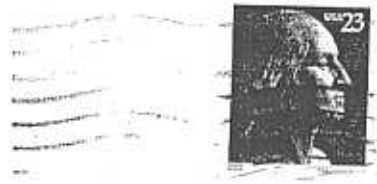


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Name CARL B. WATTS
 Address 297 ROUNDTREE CT
 City BREA E-Mail cbwatts@hotmail.com



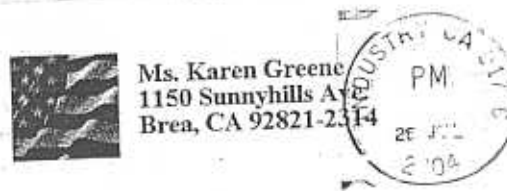
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Name LYNN M. GREENE
 Address 1150 SUNNYHILLS AVE
 City BREA E-Mail L.M.GREENE@THOMASRAYTHROW-US.COM



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Name Virginia E. Grantham
 Address 1726 E Eucalyptus St
 City Brea 92821 E-Mail _____

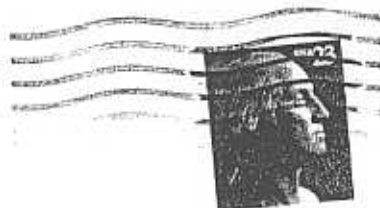
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Name Linda & Eric Chapman
 Address 222 Amberwick Cir.
 City Brea 92821 E-Mail _____



Virginia Grantham
 1726 E. Eucalyptus
 Brea, CA 92821

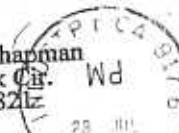


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Mr. & Mrs. Eric Chapman
 222 Amberwick Cir.
 Brea, CA 92821



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Name _____
 Address _____
 City _____ E-Mail _____



Ms. I. Spiegl
 117 Foxglove St.
 Brea, CA 92821-4706

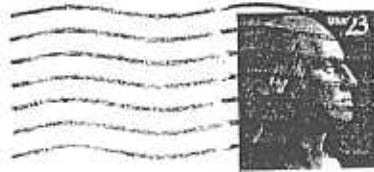
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Name Mary and John Blaydes
 Address 226 Delphia Ave
 City Brea E-Mail _____



Ms. I. Spiegl
 117 Foxglove St.
 Brea, CA 92821-4706



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Mr. Ray Hull
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Mr. John Blaydes
 226 Delphia Ave.
 Brea, CA 92821-4012



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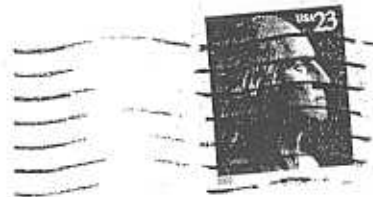
Name Mr and Mrs Craig Baker
 Address 136 Dantwybrook rd.
 City Brea E-Mail _____

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Name BLAZEK MR & MRS
 Address 333 OLINDA DRIVE
 City BREA E-Mail MBLAZEK2@CS.COM

Craig Baker
 136 Dantwybrook rd
 BREA, CA
 92821

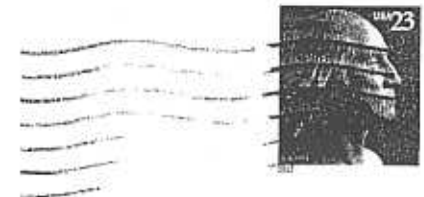



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 County of Orange
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BS Mr. & Mrs. M. F. Blazek
 333 Olinda Dr
 Brea, CA 92823-7041

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 County of Orange
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Name Brian Helms
 Address 106 St Crispin
 City Brea Ca 92821 E-Mail _____

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Name Evelyn Zucker Evelyn Zucker
 Address 113 Acorn Circle
 City Brea CA 92821 E-Mail _____

Brian Helms
106 St Crispin
Brea Ca 92821



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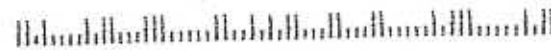


Mrs. Evelyn Zucker
 113 Acorn Cir
 Brea CA 92821



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Name Row Daley
Address 2361 Skyline Dr.
City Brea, 92821 E-Mail _____

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Name Jean Chung
Address 171 Starflower St
City Brea E-Mail _____

R.W. Daley
2361 Skyline Dr.
Brea, CA 92821



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County of Orange
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Chung
171 S. Starflower
Brea Ca 92821

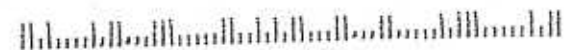


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Name Kate Johnson
 Address 1025 Glen Canyon Way
 City Brea, CA 92821 E-Mail KJohnson@fullcoll.edu

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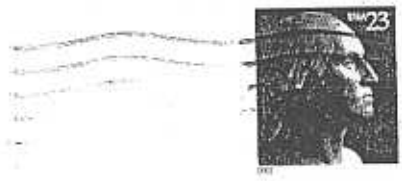
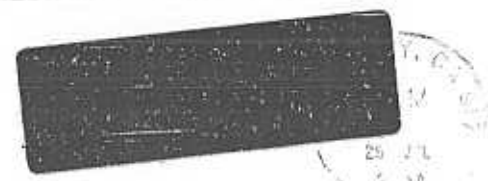
Name Ellen Mossey
 Address 2116 Treeridge Cir
 City Brea 92821 E-Mail _____

1025 Glen Canyon Way
Brea, CA 92821
 BREA, CA 917 PM



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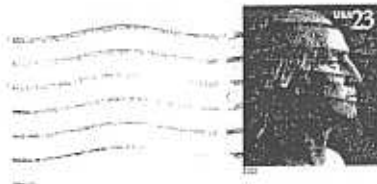
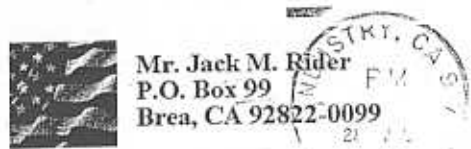
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Name Jack Rider
 Address 1132 Berenice Drive
 City Brea, CA E-Mail _____

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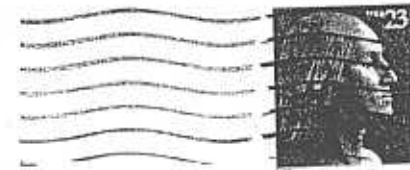
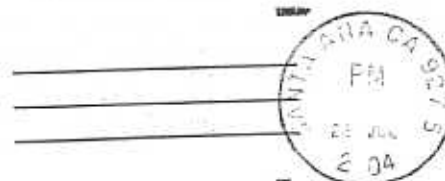
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Name GARY + KATHRYN Hawcock
 Address 152 Moenville Glory St
 City BREA E-Mail _____



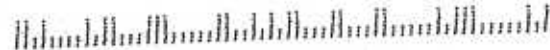
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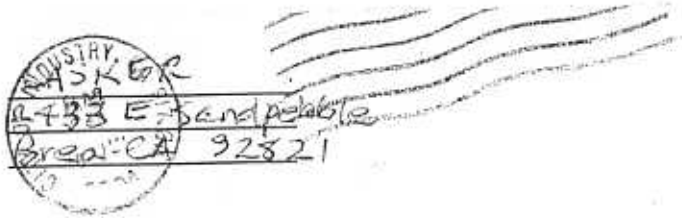
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Name Marilyn Yorba Lesker
 Address 2433 E. Sandpebble Ln.
 City Brea CA 92821 E-Mail _____

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Name Michelle + Cliff Owens
 Address 1405 Arrowwood
 City Brea, CA 92821 E-Mail MAOwens@pacbell.net

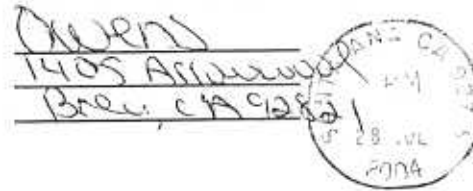


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Name Kathryn H.K. Branman
 Address 313 Buttonwood Drive
 City Brea 92821 E-Mail kbranman@earthlink.net

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Name Ray Bell (TONY BELL)
 Address 1038 N. GLEN CANYON WAY
 City BREA E-Mail bell@fullerton.edu

PO Box 426
Brea, Ca
92822



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Mr. Tony Bell
 1038 Glen Canyon Way
 Brea, CA 92821-2631



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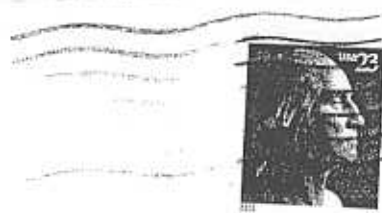
Name CHARLIE GLANCY
Address 1401 WALLING
City BREA E-Mail _____

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Name James & Margaret McMillan
Address 263 Pine Ave.
City Brea CA E-Mail gypsywoman5@hotmail.com

Charlie Glancy PM
1401 Walling Ave.
Brea, CA 92821
2004



Mr. & Mrs. James McMillan
263 Pine Ave.
Brea, CA 92821



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320 N. Flower Street, Suite 400
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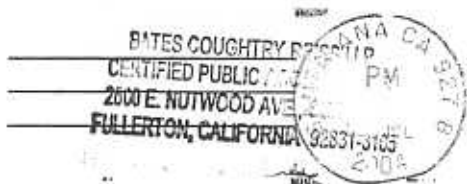
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Name Chris Jamison
 Address 1347 Stonecrest Circle
 City Brea E-Mail cjamison@bcrcpas.com

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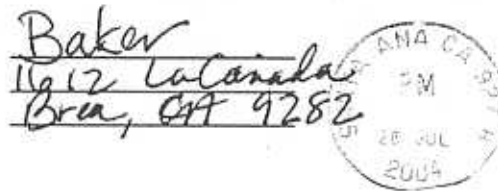
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Name Wendy Baker
 Address 1612 LaCañada Dr.
 City Brea E-Mail etbakex@earthlink.net



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Name Crystal Romo
 Address 1410 Wardman Dr.
 City Brea Ca 92821 E-Mail CrystalPad@aol.com

Crystal Romo
1410 Wardman Dr
Brea Ca 92821

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Please note: 4 Registered Voters below

Name ① Mrs. Martha Piroutek ③ Ms. Mary Jane Piroutek
② Dr. Gary Piroutek ④ Ms. Laura A. Piroutek
 Address 153 Morning Glory Street
 City Brea E-Mail Piroutek@aol.com

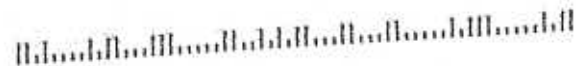
Dr. & Mrs. G. M. Piroutek
153 Morning Glory Street
Brea, CA 92821

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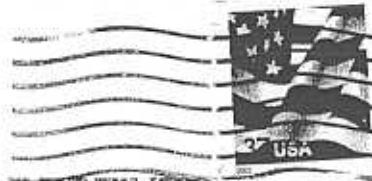
Name FRED & ANITA FELDMAN
 Address 5700 CARBON CANYON RD, #109
 City BREA E-Mail

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Name  Herbert Ertel
 Address 2850 Larkspur Ave
Brea CA 92821-4711
 City E-Mail GEMINIHERB@AD2PHIA.NET

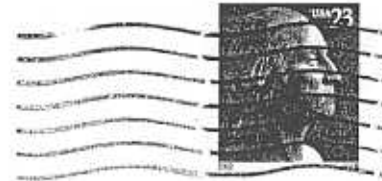
Mr. & Mrs. Fredric S. Feldman
 5700 Carbon Canyon Rd Spc 109
 Brea CA 92823-7024



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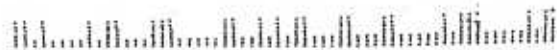
E Mr. Herbert Ertel
 2850 Larkspur Ave
 Brea, CA 92821-4711



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7712482001



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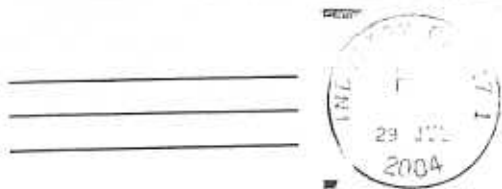
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Name David & Erin Wright
 Address 138 N. Ambling
 City Brea 92821 E-Mail DavidWright@earthlink.net

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Name Lesli Maul
 Address 251 N. Ambling Dr.
 City Brea 92821 E-Mail _____



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 County of Orange
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Ms. Lesli Maul
 251 Ambling Dr
 Brea, CA 92821

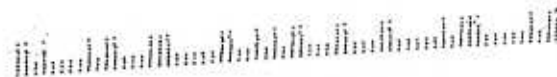


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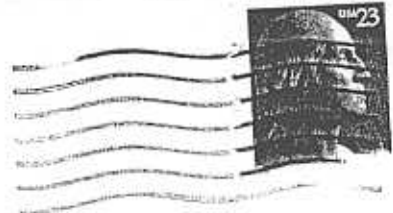
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Name Eric Eichinger
Address 259 Winding Ln
City Brea E-Mail cfc113@hotmail.com

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Name DAVID NORRIS
Address 2040 FALLCREEK CIRCLE
City BREA E-Mail _____



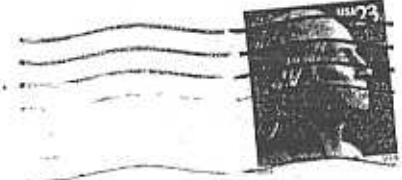
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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

NORRIS
2040 FALLCREEK
BREA CA 9282

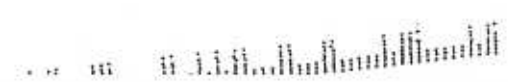


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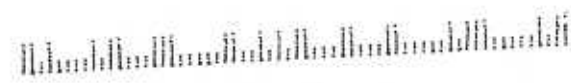
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270348222



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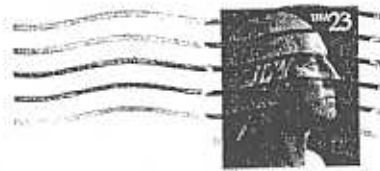
Name HEIDI ZIMMERMANN
Address 129 DELPHIA AVE.
City BREA E-Mail _____

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Name Louis Ragni
Address 662 Buttonwood Dr.
City Brea E-Mail _____

H. ZIMMERMANN
129 DELPHIA AVE
BREA, CA 92821



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
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Santa Ana, CA 92703

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FIDELITY BOND VETERANS
Louis Ragni
662 Buttonwood Drive
Brea, CA 92821-3526



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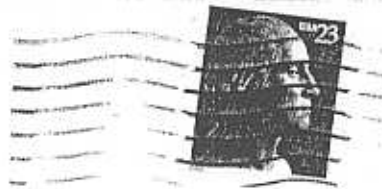
Name Paul + Vicki Brewer
 Address 2182 Arbor Circle
 City Brea E-Mail ~~pmbrewer~~ pmbrewer@covad.net

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Name Lelanna Bremer
 Address 1435 Ponderosa Ave
 City Brea E-Mail _____

Paul Brewer
2182 Arbor Circle
Brea CA 92821



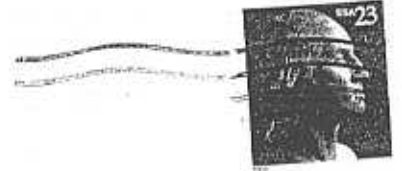
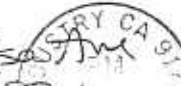
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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
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Bremer
1435 Ponderosa Ave
Brea CA 92821

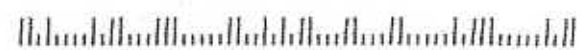


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Name Doug Buck
Address 449 S. Walnut Ave
City Brea, Cal. 92821 E-Mail _____

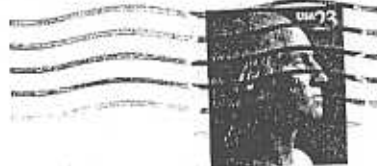
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Name _____
Address 19655 Morsemo Ln
City U.L. CA E-Mail gsacklesw@msn.c

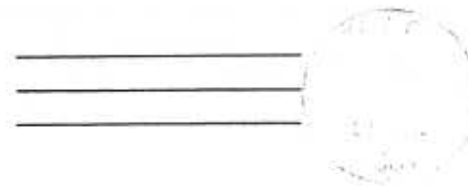


Mr. Doug Buck
449 S Walnut Ave
Brea, CA 92821-5500



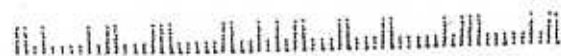
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Name Christie L Russell
Address 2367 Morning Dew Dr
City Brea 92821 E-Mail kristiflea2@yahoo.com

Christie Russell
2367 Morning Dew Dr
Brea, CA 92821

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Name Janet Green
Address 2071 Arbor Cir
City Brea E-Mail g1frs wife@aol.com

JAMES GREEN
JANET M. GREEN
2071 ARBOR CIR
BREA, CA 92821

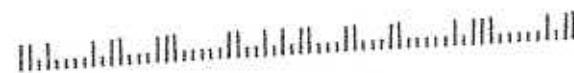


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Name Lori Diaz
Address 345 S. Orange Ave
City Brea E-Mail _____

DIAZ
345 S Orange Av
Brea, CA 92821

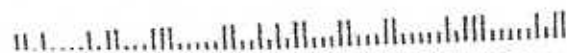


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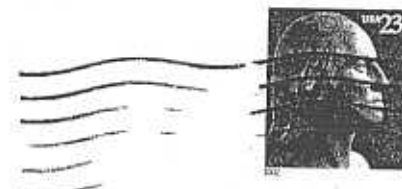


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Name Anne Noonan
Address 2115 Falling Leaf Circle
City Brea CA E-Mail none

Anne Noonan
2115 Falling Leaf Circle
Brea CA 92821



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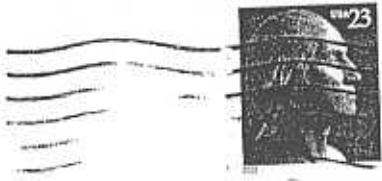
Name MATT ARNO
 Address 152 MEADOWCREEK RD.
 City BREA, CA 92821 E-Mail _____

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Name Linda C Pomeroy
 Address 1620 N. Cedarcrest Dr.
 City Brea E-Mail _____

M. ARNO
152 Meadowcreek Rd.
BREA, CA 92821



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L. Pomeroy
1620 N. Cedarcrest
Brea, CA 92821

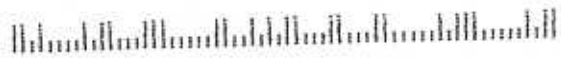
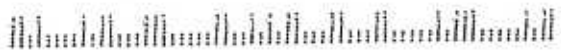


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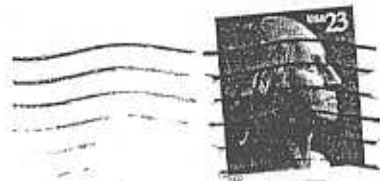
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Name Francis M. Read
Address 1251 Sky Lake Ave
City Brea E-Mail _____



Mrs. Francis Read
1251 Sky Lake Ave
Brea CA 92821-2800

Save-the-Redwoods League



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Name MALVIN RYGH
Address 1005 WOODCREST AVE.
City BREA E-Mail _____



Malvin Rygh
1005 Woodcrest Ave
Brea, CA 92821-1854



GREETING
FROM
Brea, CA

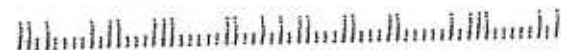


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Name Craig S. Kamansky
 Address CRAIG S. KAMANSKY
P.O. BOX 1295
BREA, CA 92822-1295
 City _____ E-Mail _____

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Name Joe Beattie
 Address 131 Flower Hills St
 City Brea E-Mail joebeattie@pacbell.net

CRAIG S. KAMANSKY
P.O. BOX 1295
BREA, CA 92822-1295



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7-28-04

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Name Christiane Shannon - C. Shannon
 Address 6131 Sandy Hill Lane
 City Yorba Linda E-Mail abitofnature@pacbell.net

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Name Harry Miller
 Address 1412 W. La Serena Dr
 City Brea Calif 92821 E-Mail _____

Mr. & Mrs. Larry Shannon
 6131 Sandy Hill Lane
 Yorba Linda, CA 92886



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

Proud Supporter of The Humane Society of the United States



Mr. & Mrs. Harry A. Miller
 1412 La Serena Dr
 Brea CA 92821

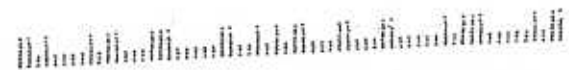
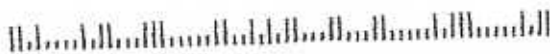


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 Integrated Waste Management Department
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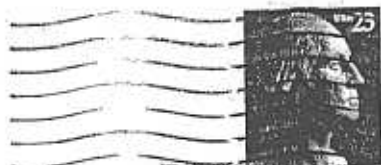
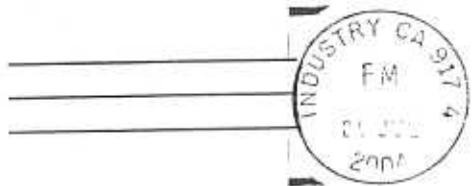
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- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
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Name Karin Staddon
 Address 345 Olinda Dr
 City Brea E-Mail kiscanyonplace@adeiphua.net

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Name ELOISE KRIVOSHEIA
 Address 838 Cameron Ct
 City Brea E-Mail eloisehk@aol.com

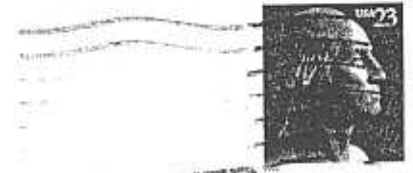
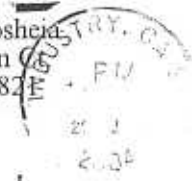


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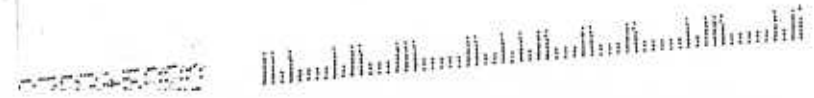
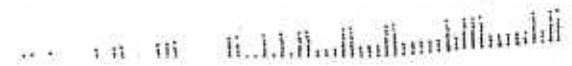


Eloise H. Krivosheia
 838 E Cameron Ct
 Brea, CA 92821



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Name Joanne Lusk
Address P.O. Box 516
City La Habra 90633 E-Mail _____

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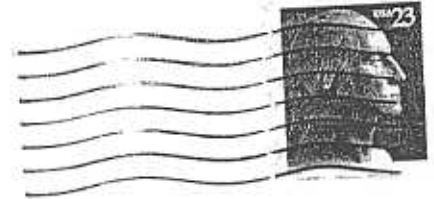
Name GLORIA CARTER
Address 1381 HAZELWOOD
City BREA E-Mail _____



GREETING
FROM
Far Bay Area



Ms. Gloria G. Carter
1381 Hazelwood PPM
Brea, CA 92821



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County of Orange
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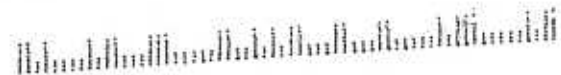
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County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

2703+58520



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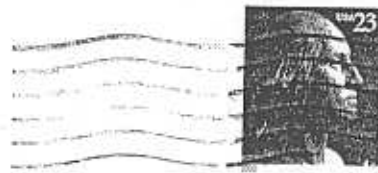
Name Russ Bahlenhorst
 Address 245 COPA DE ORO
 City BREA, CA E-Mail RUSSB@SBC-GLOBAL.NET

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Name GEORGIA BAUMEISTER
 Address 5700 CARBON CANYON, SP7
 City BREA E-Mail _____

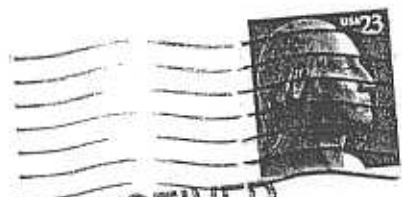
Georgia Baumeister
 5700 Carbon Canyon Rd. Sp 7
 Brea, CA 92823-7007



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 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
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Sandra Bahlenhors
 245 Copa De Oro D
 Brea, CA 92823-7007



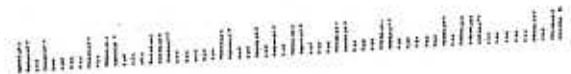
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270845000



270845000



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Name The McMillans
Address 135 Meadowcreek Rd
City Brea E-Mail McMillan5@sbglobal.net

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Name DENISE FASHEH
Address 650 LA VEREDA DR
City LA HABRA E-Mail MICRODENI@YATTOO.COM



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Name DUKE SHEA
 Address 1382 STRATFORD ST.
 City BREA E-Mail DUKENYOU@aol.com

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Name DONNA AUSTIN
 Address 1141 NORTH PALM ST
 City LA HABRA E-Mail FAIRY2837Y AOL.COM

D. SHEA
1382 STRATFORD ST
BREA, CA ~~92820~~
92821



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 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

Mr. Charles Austin
 1141 N. Palm St.
 La Habra, CA 90631

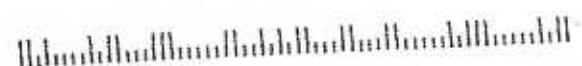


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Name Carl & Betty Hilquist
Address 1401 BROOKDALE AVE
City LAKELAND CA 90631 E-Mail _____

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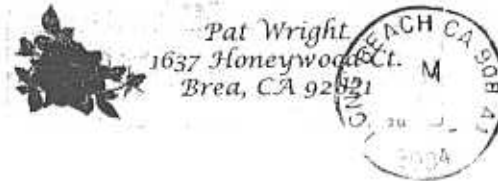
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Name PAT WRIGHT Pat Wright
Address 1637 HONEYWOOD CT
City BREA 92821 E-Mail _____



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County of Orange
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Name Amy Jarnutowski
 Address 4100 Palermo Way
 City La Habra E-Mail _____

Hello Ray

17914

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Name T JOANNE B. TAGLIAFERRI
GREG S. TAGLIAFERRI
5600 ALBUCK PLACE
BREA, CA 92821-7201
 Address _____
 City Brea E-Mail JOANNE.TAG@AOL.G



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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IWMMD

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

92703+5000

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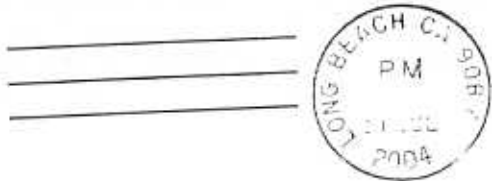
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Name Gale Hausmann
Address 951 Citrus Dr
City La Habra, CA E-Mail _____
90631

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Name RALPH + Pat Richardson
Address 1175 ORANGEWOOD Drive
City BREA E-Mail _____

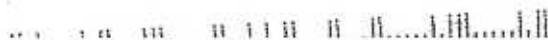


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County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

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R Richardson
1175 ORANGEWOOD DR
Brea CA 92821



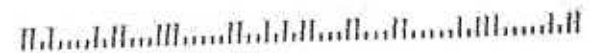
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Santa Ana, CA 92703

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Name Keith Bowden
Address 1750 Lambert Rd
City La Habra E-Mail _____

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Name Sandra L. Schmidth
Address 5700 Carbon Cyn Rd. Lot 26
City Brea E-Mail SByrdi@compuserve.com

Keith Bowden
1750 Lambert Rd #2211
La Habra, Ca 90631



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
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Sandra Schmidth
5700 Carbon Cyn Rd. Lot 26
Brea, Ca 92823



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Name Cheryl + Joe Mendoza
Address 250 Redwood Ln
City La Habra E-Mail MENDOZA@ATT.NET

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Name Richard + Mowita Kennedy
Address 2104 Treeridge Cir
City Brea, CA 92821 E-Mail umowitaKennedy@msn.c



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County of Orange
Integrated Waste Management Department
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RICHARD B. KENNEDY
MOWITA KARIN KENNEDY
2104 TREERIDGE CIRCLE
BREA, CA 92821



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Name Karl Reitz
 Address 941 W Pear St.
 City Brea CA E-Mail reitz@chapman.edu

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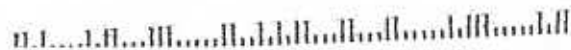
Name David Villancio-Wolter
 Address 1231 Fawnridge Dr.
 City Brea CA 92821 E-Mail david.vw@dslextreme.com

K Reitz
941 W Pear St
Brea, CA 92821



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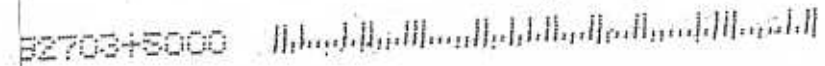


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Brea CA 92821



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Name TED BRYAN

Address 125 N. STARFLOWER ST.

City BREA E-Mail tedbryan@earthlink.NET

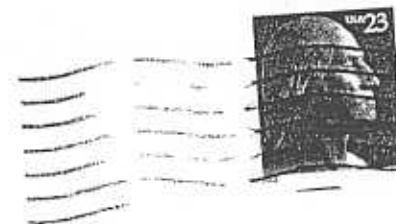
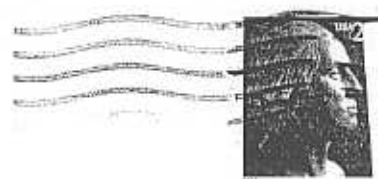
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Name Janet Zeko + Mark Zeko

Address 467 S. Dover Ct.

City Brea E-Mail MZEKO@AOL.COM



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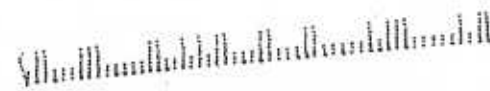
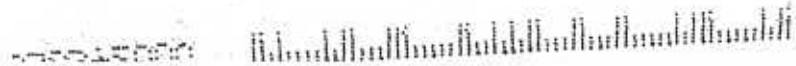
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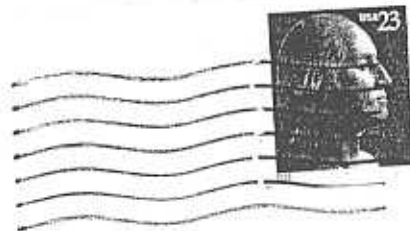
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Name MAURICE F. SCOTT, JR.
 Address 172 S. BAKER AVE.
 City BREA E-Mail RIK.SCOTT@PENSKE.COM



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Name Marty Chambers
 Address 1585 N. Dorothy Drive
 City Brea Ca E-Mail _____
 92821



Ms. Martha Chambers
 1585 N Dorothy Dr.
 Brea, CA 92821

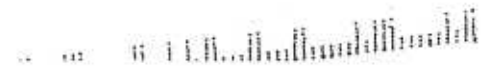


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Name CAROL & RICHARD FLANDERS
Address 2121 WESTMORELAND DR
City BREA E-Mail _____

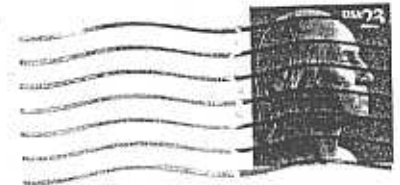
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Name Peter Kurtz
Address 115 Copa de Oro Dr.
City Brea 92823 E-Mail peter.kurtz@ATT.net



Peter and Opal Kurtz
115 Copa de Oro Dr.
Brea, Ca 92823



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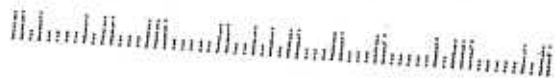
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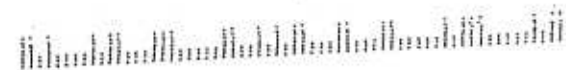
I.W.M.D.

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

3708+5000



3708+5000



Chg of ADDRESS

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name New Owner AT
 Address 2085 Fallcreek Cir.
 City Brea E-Mail _____

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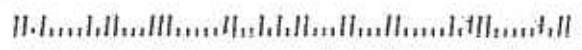
Name CLAUDIA & Estelle BUSHAU
 Address 118 JANINE DR
 City LA HABRA E-Mail _____
CA 90631

MARY Beth
Do Not Send
Chapman



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Name JACQUELINE HARRISON
Address 4676 SCHOOL ST
City YORBA LINDA E-Mail ttjharrison@earthlink.net
92886

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Name STEVE W. CLIS
Address 20170 BERKELEY WAY
City YORBA LINDA E-Mail _____

J. HARRISON
4676 SCHOOL ST.
YORBA LINDA CA
92886

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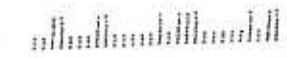
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Name David Ascencio + Sue Crider
Address 1019 Ethelinda Way
City Brea E-Mail Sueandave@msn.com

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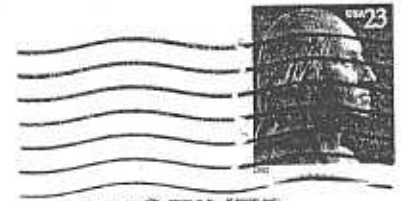
Name Rob and Leslie Ulrich
Address 357 Hilltop Lane
City Brea Ca E-Mail _____
92821

David and Sue Ascencio
1019 Ethelinda Way
Brea CA 92821



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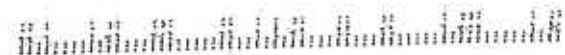
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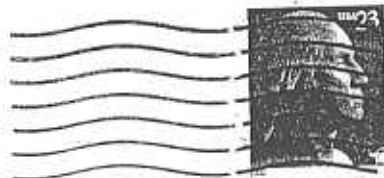
Name KEVIN R. BUSH
 Address 3942 E. PRIMROSE
 City BREA E-Mail KEVIN.BUSH@ADELPHIA.NET

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Name HOWARD W. McPURT
 Address 175 COPA DE ARDOR
 City BREA E-Mail _____

BUSH
3942 E. PRIMROSE
BREA 92721



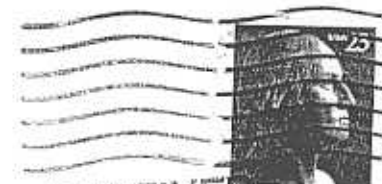
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BREA, CA

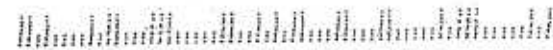
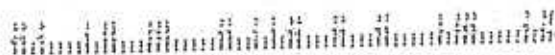


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Please listen to our requests!! We
live and work in Brea!!
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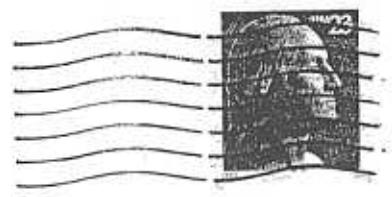
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Name Mike and Lorie April
 Address 822 Shadowgrove Street
 City Brea E-Mail mlapril@aol.com

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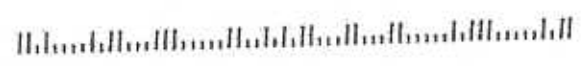
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Name CAROL CARSWELL
 Address 6092 OLIVIA ST
 City YORBA LINDA E-Mail LURKKEE@YAHOO.COM
92886



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Name _____
 Address  Greg Herr
 146 Coutry Club Dr
 Brea, CA 92821 _____
 City _____

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Name DANA Riser
 Address 2029 Fallcreek Circle
 City Brea E-Mail drr21583@yahoo.com

 Greg Herr
 146 Coutry Club Dr
 Brea, CA 92821



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Dana R. Riser
 2029 Fallcreek Cir.
 Brea, CA 92821-4408




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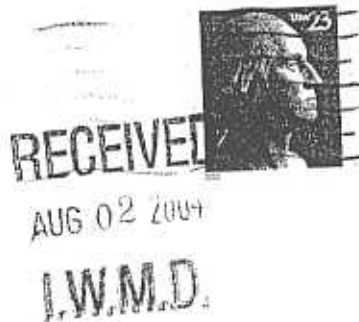
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Name Jessie Palisin
 Address 1903 Windermere Circle
 City Brea E-Mail _____

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Name Eileen Faulkner
 Address 1001 N. Malibu Cyn. Way
 City Brea, CA E-Mail _____



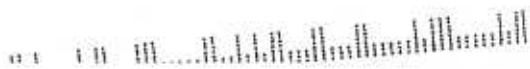
Mr. Ray Hull
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 Santa Ana, CA 92703

1001 N Malibu Cyn.
Brea, CA
92821



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03 03



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Name Kelley M. Smith
Address 301 W. MT. VIEW AVE. Apt. I
City La Habra E-Mail _____



Kelley Smith
Apt 1
301 W Mountain View Ave
La Habra, CA 90631



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
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Santa Ana, CA 92703

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- ✓ I support increased traffic mitigation along Valencia Avenue.

Name Elmer and grace Chech.
Address 198 Morning glory St.
City Brea E-Mail ClassicalNS42@ADL.Co.

Elmer & Grace
198 Morning Glory St.
Brea, CA 92821



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
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Name Kristen Rowland

Address 3860 Blue Gum Dr

City Yorba Linda E-Mail crseagull@aol.com

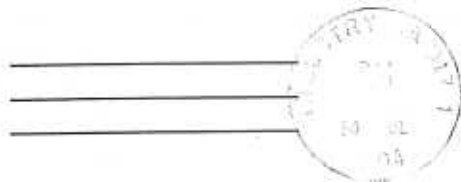
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Name M. Tutobene

Address 205 Verbena Ln

City Brea E-Mail _____

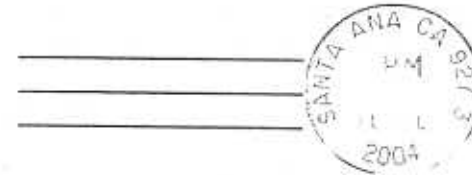


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Name William D. Mudden

Address 830 Avenida St.

City Brea E-Mail bd194@lafn.org

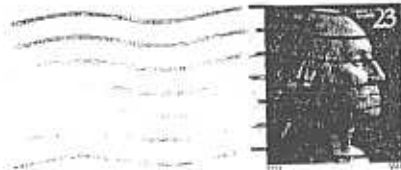
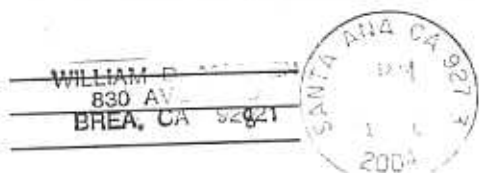
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Name Susan Espinoza

Address 529 S. Walnut St.

City BREA E-Mail _____



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registered voters

Name Beverly, Michael, Melissa, & Kevin Hooper
 Address 1050 N. Glen Canyon Way
 City Brea E-Mail bevhooper@hotmail.com

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Name Jack S. Coldren + Amelia M. Coldren
 Address 4692 Woodhaven Dr
Yorba Linda CA 92886
 City Yorba E-Mail _____

The Hooper Family
 1050 N. Glen Canyon Way
 Brea, CA 92821

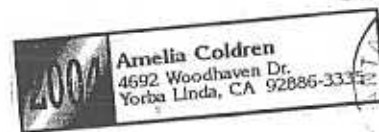


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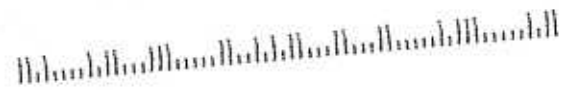
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Name Daniel D. Alvarez
Address 2241 Orchid Ave
City La Habra E-Mail ddalvarez@yahoo.com

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Name Gregory Woodard
Address 2611 Wilshire Ave.
City La Habra, Ca. 90631 E-Mail _____

D. Alvarez
2241 Orchid Ave
La Habra, CA 90631



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
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W Greg Woodard
2611 Wilshire Ave
La Habra, CA 90631-5853



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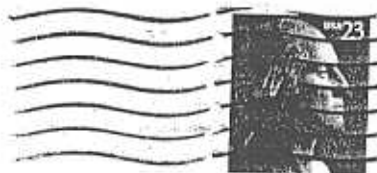
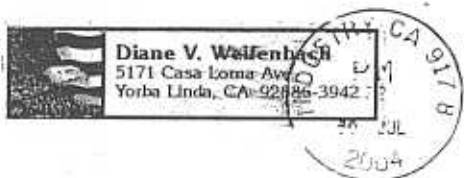
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Name Diane Weifenbach
Address 5171 Casa Loma Ave
City Yorba Linda E-Mail Weifenbach@aol.com

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Name Jan Strachan
Address 2946 E. Shamrock Ave
City Brea 92821 E-Mail _____



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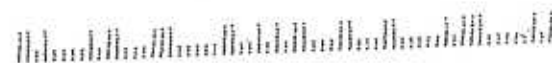
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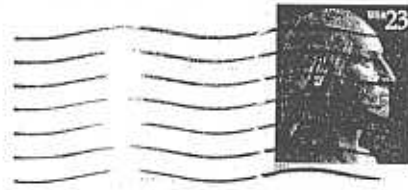
Name Kerry Diederich
 Address 336 Heartwood Circle
 City Brea E-Mail Diederich9@aol.com

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Name [Signature]
 Address 2286 E. CRESTVIEW
 City Brea E-Mail westj@sbcglobal.net

Kerry Diederich
336 Heartwood Circle
Brea CA 92821



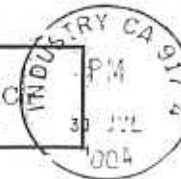
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J S West
 2286 Crestview C
 Brea, CA 92821



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Name Denise Calhoun
Address 946 E Avocado St
City Brea CA E-Mail _____



Denise Calhoun
946 Avocado St
Brea, CA 92821

I'm a supporter

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
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Name TROY MATSSON - TROY MATSSON
Address 517 E BUTTONWOOD DR. BREA CA 92821
City BREA E-Mail Troy112@yahoo.com

T. & S. Mattsson
517 E. Buttonwood Dr.
Brea, CA 92821



Mr. Ray Hull
County of Orange
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Name Troy & Pam Bellomy
 Address 1255 Palm St.
 City La Habra E-Mail _____

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name NICK ARNOLD
 Address 1860 S. Flower Hill St.
 City BREA E-Mail NArnold@tucartit.ca



Troy Bellomy
 1255 N Palm St
 La Habra, CA 91731



RECEIVED
 AUG 02 2004
 I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

Arnold
1860 S. Flower Hill
Brea CA 92821



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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Name Kathleen I. Jardine
 Address 948 W. Oakcrest Ave
 City Brea E-Mail _____

Mr. Hull,

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- I support increased traffic mitigation along Valencia Avenue.

Name DAVID THIS
 Address 284 Winding Lane
 City Brea, CA E-Mail dthis@sbcglobal.net



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 County of Orange
 Integrated Waste Management Department
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 Integrated Waste Management Department
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Name J SCHUNDEKER
Address 2268 CAESTVIEW
City BREA E-Mail _____

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Name Cindy Luna
Address 1231 Baldwin St
City La Habra E-Mail _____

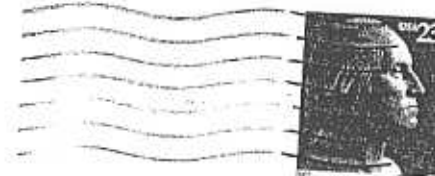
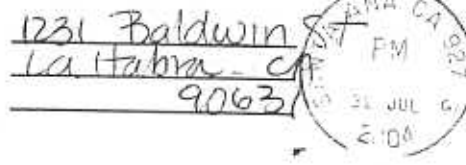


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County of Orange
Integrated Waste Management Department
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Santa Ana, CA 92703

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Name HENRY BEERS

Address 1400 LAUNER

City LA HABRA CA E-Mail HANKY B @ EARTHLINKS .NET

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- I support increased traffic mitigation along Valencia Avenue.

Name Ed Schumann

Address 4310 Willow Tree Ln

City YORBA LINDA E-Mail _____

HANK BEERS
1400 LAUNER
LA HABRA CA

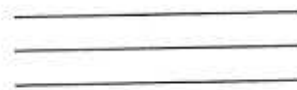


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Mr. Ray Hull
County of Orange
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Santa Ana, CA 92703



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I.W.M.D.



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Integrated Waste Management Department
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Santa Ana, CA 92703

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- I support increased traffic mitigation along Valencia Avenue.

Name Markus & Nicole Seitz

Address 16771 WEYBURN AVE

City YORBA LINDA CA E-Mail headlaunch@galaxy.com

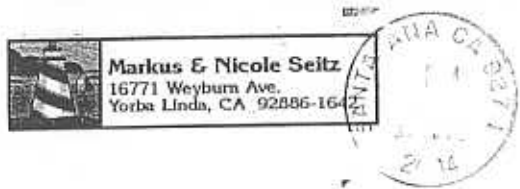
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Name Bridgette & Robert Pinsky

Address 1450 TAMARAEC AVE

City Brea E-Mail r.pinsky@ix.netcom

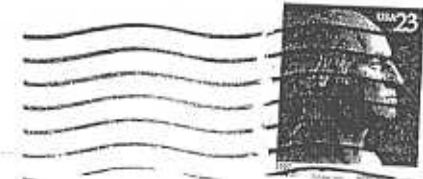
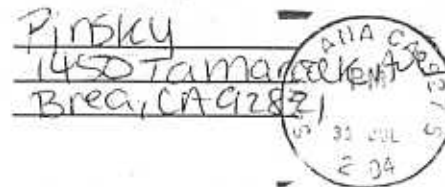


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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name Dick & Peggy Heard
 Address 2404 Stony Ln.
 City Brea E-Mail pegheard@packell.net

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- I support increased traffic mitigation along Valencia Avenue.

Name CHRISTOPHER & DORIS GEOGHEGAN
 Address 347 LOTUS PLACE
 City BREA E-Mail _____

Heards
2404 Stony Ln
Brea, CA 92821



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 AUG 02 2004
I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

Christopher & Doris Geoghegan
347 Lotus Pl
Brea CA 92821-3542

THE HUMANE SOCIETY OF THE UNITED STATES



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I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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- I support increased traffic mitigation along Valencia Avenue.

Name David Elliott
Address 720 W. Pinehurst
City La Habra E-Mail _____

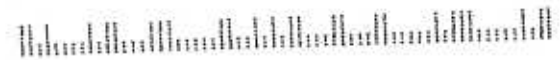


M. Anderson
D. Elliott
720 W. Pinehurst
La Habra, CA
90631

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

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I.W.M.D.

03



ATTACHMENT F
LATE COMMENT LETTERS

*Ray Hull
514 Hilltop Ln
Brea, Ca 92821*



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Mr. Ray Hull AUG 03 2004
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

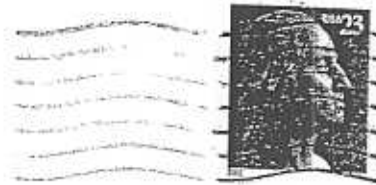
In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I don't* ~~I support~~ establishment of a mitigation fund to buy open space in the Brea region.
- ~~I support~~ I support increased traffic mitigation along Valencia Avenue.

Name *Ray & Ethel Hull*
Address *514 Hilltop Ln.*
City *Brea* *92821* E-Mail _____



Ms. Carol Knobbe
 268 Buttonwood Dr
 Brea CA 92821-3517



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AUG 03 2004

IWMD

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

270345000 

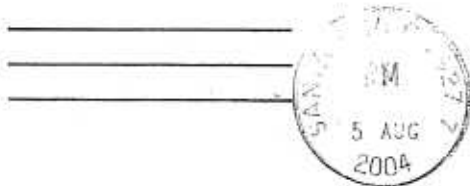
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- I support increased traffic mitigation along Valencia Avenue.

Name _____

Address _____

City _____ E-Mail _____



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AUG 06 2004

I.W.M.D.

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

2703+5000

DO NOT CATER TO THIS SPECIAL INTEREST! HELLS FOR EVERYONE
PUT THESE OUT. THEIR INTEREST IS NOT FOR THE PUBLIC GOODS. THEY
ARE INVOLVED IN A SELFISH PURSUIT TO STEAL LAND WITHOUT COMPENSATION!

~~I responded to the Staff Environmental Impact Report
on the Olinda Landfill Expansion project that~~

- ~~I oppose the Olinda Landfill expansion and extension.~~
- ~~I propose using mitigation funds to build an alternate
access road to the landfill in Tomlin Canyon.~~
- ~~I support establishment of a mitigation fund to pay
open space in the Brea region.~~
- ~~I support increased traffic mitigation along Valencia
Avenue.~~

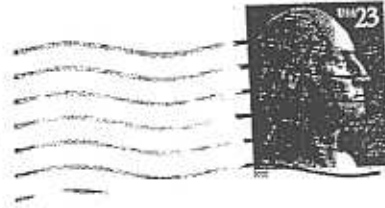
Name MELES BUSH

Address 1339 WOODCREST AVENUE

City BREA E-Mail _____



Gary E. J. Kain
 195 Buckhorn Dr.
 Brea, CA 92823-7000



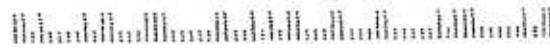
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AUG 09 2004

I.W.M.D.

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

32703+5000



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- I support increased traffic mitigation along Valencia Avenue.

Name GARY E. KAIN

Address 195 BUCKHORN DRIVE

City BREA, CA 92823 E-Mail GOKAIN@AOL.COM

Bev & Al Bertulli
5610 Wesham Pl
Brea, CA 92821-7205



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AUG 09 2004

I.W.M.D.

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703



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- I support increased traffic mitigation along Valencia Avenue.

Name AL BERTULLI

Address 5610 WESHAM PLC

BREA CA 92821

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, August 17, 2004 10:10 AM
To: Hull, Ray
Cc: Hagthorp, Linda
Subject: FW: Dump the Trucks at OAL!

-----Original Message-----

From: Shannon Cronin [mailto:shannonlcronin@yahoo.com]
Sent: Monday, August 16, 2004 8:37 PM
Subject: Dump the Trucks at OAL!

Toner Canyon would be a great solution as an access road to the Landfill. If there's any way you can help get this project underway, please do! We have a daughter who's almost 1 and it's a scary thought that she might have to walk on Valencia (once her school is there on the corner of Rose) with huge trucks/semis racing up the road to the landfill. There are so many of them all day! It's very disturbing. Please help in any way you can! Thank you.

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Toner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

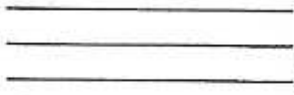
The Environmental Impact Report shows that almost all the intersections in Brea that are used by landfill traffic will experience an increase in congestion with this project. The DEIR does not offer mitigation that will restore these congested roads and intersections to the levels that are equal to the 'no project' level? This must be accomplished.

Air quality is also a great concern to me. This project will continue to impact air quality here in Brea. The County should reduce air pollution levels for this project so they are equal to the 'no project' levels. I am disappointed that certain air pollutants will exceed AQMD's thresholds by more than twenty times. The amount of pollution must be reduced, especially around the area of Birch St. and Valencia Ave. where our new sports park will be built.

As for the regional park on top of the landfill, the county must replace the lost acres to a new park within the city limits of Brea. Olinda Regional Park should also be redesigned to what the Citizens Advisory Committee had originally planned in 1994.

Sincerely,

Shannon Cronin
514 Cardinal Street
Brea, CA 92823



GREETINGS FROM



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AUG 23 2004

I.W.M.D.

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

2703+5000

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- I support increased traffic mitigation along Valencia Avenue.

?
*

Name Linda Sargent
Address 1017 Woodcrest Ave
City Brea CA 92821 E-Mail _____

210 Lilac Lane
Brea CA



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SEP 28

Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

IWMD
HUMAN RESOURCES

270345000 [Barcode]

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- I support increased traffic mitigation along Valencia Avenue.

Name STAN RASKOVIC

Address 210 Lilac Lane

City Brea E-Mail _____

Hull, Ray

From: Amirhosseini, Susan on behalf of OAL, RELOOC
Sent: Tuesday, September 14, 2004 11:16 AM
To: Hull, Ray
Cc: Hagthrop, Linda
Subject: FW: Dump the Trucks at OAL!

FYI - just came in today.

! !
-----Original Message-----

From: Gwen Murray [mailto:gwen_murray@yahoo.com]
Sent: Tuesday, September 14, 2004 10:58 AM
Subject: Dump the Trucks at OAL!

The expansion of Brea's landfill is of great concern to me. I do not want the traffic going to the landfill on Brea's streets anymore. If the City and County are determined to extend this landfill, then you must find an alternative traffic route to the landfill. This could be accomplished by using Tonner Canyon for a private, environmentally friendly access road or by closing the landfill on time in 2013. This road should be built as soon as possible to help alleviate the traffic nightmares that we already experience here in Brea. I am disappointed that the DEIR does not offer any realistic solutions to remove landfill traffic from Brea's streets, as residents had requested. The EIR must contain its own study for a western access road to the landfill.

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Sincerely,

Gwen Murray
3941 Landmark Lane
Brea, CA 92823

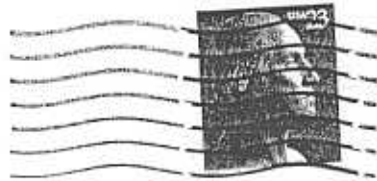
714-996-4920

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- I support increased traffic mitigation along Valencia Avenue.

Name Phil, Shirley, & Janine Hooper
 Address 4443 Ave. Rio Del Oro
 City Yorba Linda E-Mail _____

Janine Hooper
 4443 Ave. Rio Del Oro
 Y.L., CA 92886

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SEP 27 2004

I.W.M.D


Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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Name KIM JENSEN
 Address 1801 VIRAZON DR.
 City LA HABRA HS E-Mail _____

 **Kim Jensen**
 P.O. Box 547
 La Habra, CA 90633-0547

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I.W.M.D

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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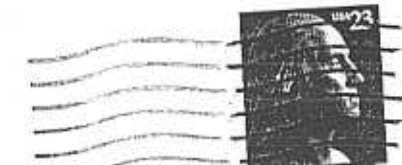
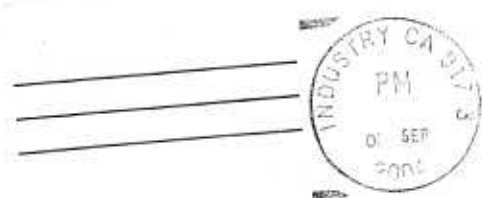
Name Lester B. Anderson
 Address 240 Lilac Lane
 City Brea CA E-Mail dollie240@aol.com

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Name Nita & Paul Causey
 Address 225 Bondtree Ct
 City Brea E-Mail nitacausey@yahoo.

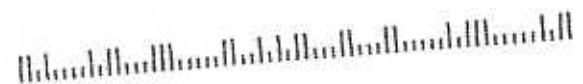
Lester B. Anderson
240 Lilac Lane
Brea, CA 92823-7830



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
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Name Nancy & Jim Novak
 Address 126 Ambling Dr
 City Brea E-Mail JANNOVAK@Surfside.net

Novak
126 Ambling
Brea, CA

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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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Name Sharon Farrell
 Address 1245 Palm
 City La Habra E-Mail sharfar@hotmail.com

Ms. Sharon Farrell
 1245 N Palm St
 La Habra CA 90631-3269



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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Name Jon Taylor
 Address 2301 Ramona Ave
 City La Habra E-Mail JSTAYLOR@FULLERTON.EDU

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Name Pat Schwinn
 Address 2595 E. FLANDERS CT.
 City BREA CA 92821 E-Mail _____



Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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 AUG 30 2004
 I.W.M.D.



Mrs. Patricia Schwinn
 2595 Flanders Ct
 Brea CA 92821-4666

Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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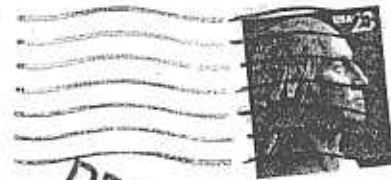
Name Michael Green
Address 4332 Hillside Road
City Brea E-Mail _____

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
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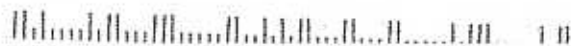
Name Janet E. Johnson
Address 12591 Whittier Ave
City Brea 92821 E-Mail _____

Michael & Rosemary Green
4332 Hillside Rd.
Brea, CA 92823

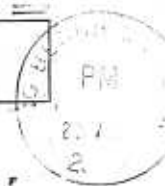


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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703



Mr. Thomas E. Johnson
12591 Whittier Ave.
Brea, CA 92821



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703



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Name TERESA TOWNSEND
 Address 514 W. HIGHLANDER
 City LA HABRA E-Mail

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- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name  Barbara A. Cote
 Address Unit 32
985 S. Idaho St.
La Habra, CA 90631
 City _____ E-Mail BarbaraAnnCote@earthlink.net

Ms. Teresa Townsend
 514 Highlander Ave
 La Habra, CA 90631



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Mr. Ray Hull
 County of Orange
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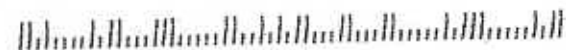
Barbara A. Cote
 Unit 32
 985 S. Idaho St.
 La Habra, CA 90631



Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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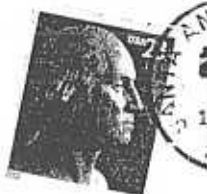
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Name Jeff Denchfield
 Address 173 N. Thistle Rd
 City Brea E-Mail _____

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Name Kathryn Goy
 Address 1439 Whittier Ave
 City Brea E-Mail KT.GOMEZ@JERRON.N

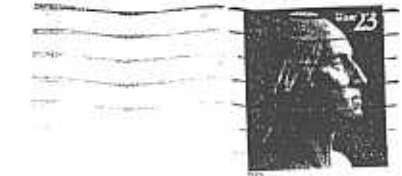


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 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
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Name Dorothy A. Lamb
 Address 5700-108 Carbon Cyn Rd.
 City Brea 92823 E-Mail yam@earthlink.net

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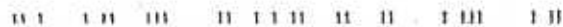
Name Arthur P. C. King
 Address Mr. Arthur P. C. King
387 Nutwood St.
Brea, CA 92821
 City _____ E-Mail _____

D.A. LAMB
5700-108 Carbon Cyn Rd.
Brea 92823

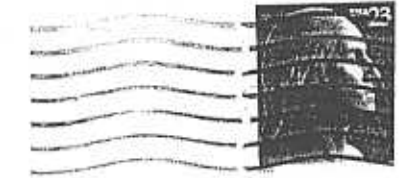


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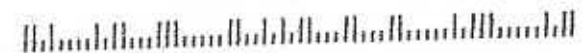


Mr. Arthur P. C. King
 387 Nutwood St.
 Brea, CA 92821



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
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Name _____
 Address _____
 City _____ E-Mail _____



Pauline M. Rogers
 680 Juniper Way
 La Habra, CA 90631-5905

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

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Name PETER K. EYMERT, SR.
 Address 5700 CARBON CANYON
 City BREA, CA E-Mail YES
92823



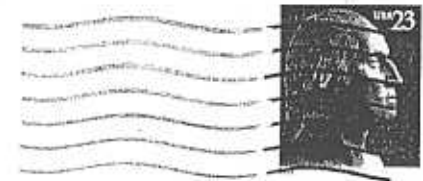
Pauline M. Rogers
 680 Juniper Way
 La Habra, CA 90631-5905



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Mr. Ray Hull
 County of Orange
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P. K. EYMERT SR.
 5700 CARBON CANYON
 BLDG. 75
 BREA, CA. 92823



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
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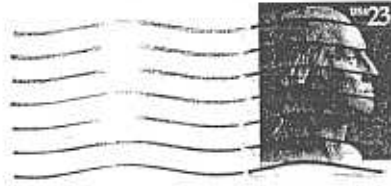
Name Ginger Krelle
Address 4312 San Pablo Cr.
City Yorba Linda E-Mail mindseye1@aol.com

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

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Name RALPH JAKWERTH
Address 403 Devonshire Dr
City BREA 92821 E-Mail RalJKWR@aol.c

Ginger & Bill Krelle
4312 San Pablo Circle
Yorba Linda, CA 92886

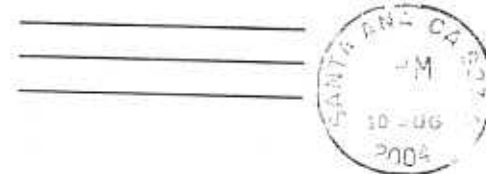


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Name Tom Dunford ID
 Address 5092 Fairway View Dr
 City Yorba Linda E-Mail thomas.g.dunford
CA @boeing.com

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Name Harold Sintov
 Address 20846 Punto de Vista
 City Yorba Linda CA E-Mail calvin @ qdli.com



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 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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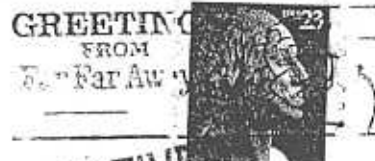
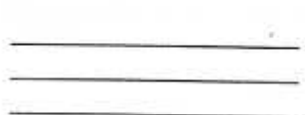
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Name Mrs. Marjorie Townsend
Address 520 N. Montelista St.
City La Habra E-Mail _____

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Name Michelle Feamster
Address 343 Heartwood Circle
City Brea E-Mail _____



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County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
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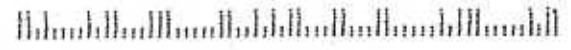


Ms. Michelle Feamster
343 Heartwood Cir
Brea, CA 92821-4411



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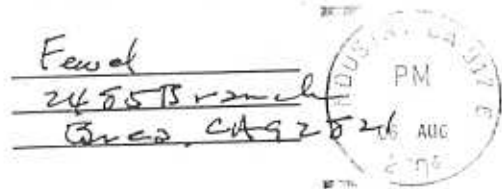
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Name Veronica Fewel
Address 2485 Branch Lane
City Brea E-Mail _____

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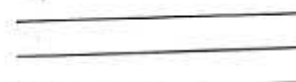
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Name DAVE PEBLEY
Address 155 LILAC LANE
City BREA, CA E-Mail dpebley@SPECIALTY BUILDING.COM



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County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703



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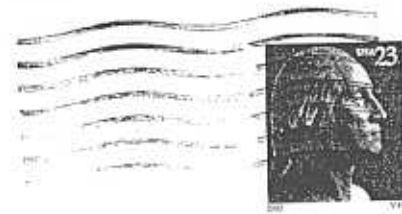
Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

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Name Susan Griesbach
Address 20475 Via Linares
City Yorba Linda E-Mail sgriesbachus@yahoo.com

SL Griesbach
20475 Via Linares
Yorba Linda CA
92887



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, CA 92703

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Name Eric Parra
Address 304 N. Sunset St
City La Habra CA E-Mail _____

Eric Parra
P.O. Box 2836
La Habra, CA
90632-2836



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Mr. Ray Hull
County of Orange
Integrated Waste Management Department
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Santa Ana, CA 92703



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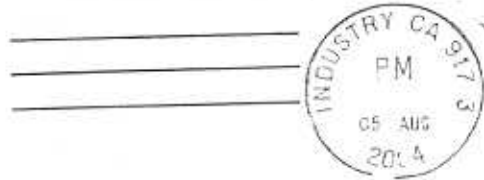
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Name Irish Hocking
Address 150 BUCKTHORN
City Brea E-Mail KHOCKING@INTEGRATEDWASTE.COM

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Name Kris + Rod St Clair
Address 190 Morning Glory
City Brea CA E-Mail KristaStclair@aol.com

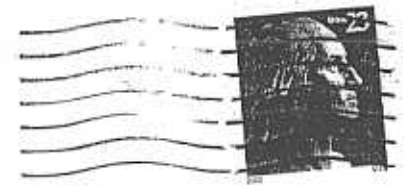
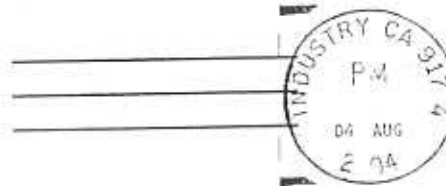
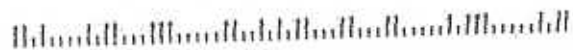


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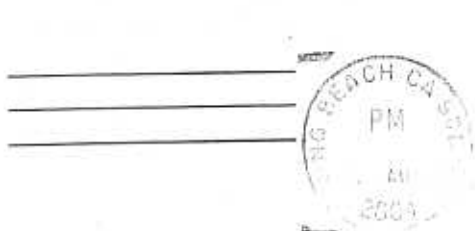
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Name Elle Critchfield
Address 100 S Starflower
City Brea E-Mail _____

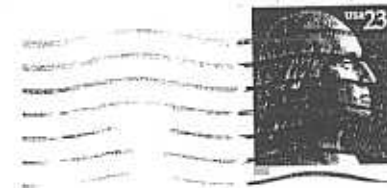
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Name Diana Johnson
Address 245 Verbena Lane
City Brea E-Mail eric@revenuecost.com



Mrs. Diana Yvette Johnson
245 Verbena Ln
Brea, CA 92623



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County of Orange
Integrated Waste Management Department
320 N. Flower Street, Suite 400
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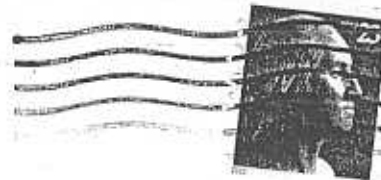
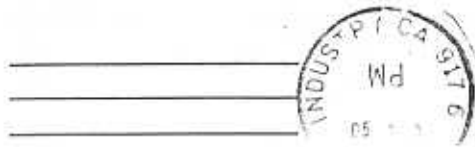
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Name Eric Johnson
 Address 245 Verbena Lane
 City Brea E-Mail eric@revenuecast.com

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Name CAROL HORVATH Carol Horvath
 Address 2489 SOMMERSET DR.
 City BREA, CA E-Mail _____
92821



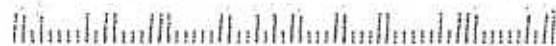
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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

Tonner Canyon is a jewel and a necessary vital part of the wildlife from LA to Riverside County

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part of the wildlife from LA to Riverside County

Name Gloria Schlaepfer
 Address 1424 Vista del Mar Dr
 City Fullerton CA 92831 E-Mail gschlaep@adelphia.net

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Name TERESA STUART
 Address 2125 WILDFLOWER CIR
 City BREA E-Mail _____

Gloria G. Schlaepfer
 1424 Vistadel Mar Drive
 Fullerton, CA 92831

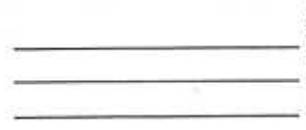


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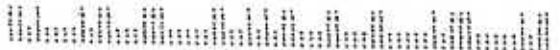


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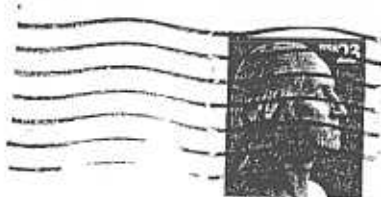
Name TIM Mc CALLISTER
 Address 252 N. SUNFLOWER ST
 City BREA E-Mail tmccallister@adelphia.net

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

- I oppose the Olinda Landfill expansion and extension.
- I oppose using mitigation funds to build an alternate access road to the landfill in Tonner Canyon.
- I support establishment of a mitigation fund to buy open space in the Brea region.
- I support increased traffic mitigation along Valencia Avenue.

Name David Soto
 Address 1366 SUMMIT LAKE CIR
 City Brea E-Mail _____

The McCallisters
 252 N. Sunflower St
 Brea, CA 92821



L SOTO
1366 SUMMIT LAKE CIR
BREA CA 92821

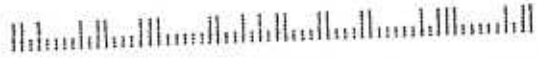
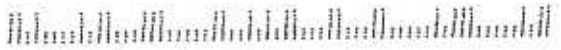


Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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Name  Mrs. Marian Sussman
Address 718 Las Palmas Drive
Fullerton CA 92835
City _____ E-Mail _____

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Name Hal and Mavis Clark
Address 2119 Treeridge Circle
City Brea E-Mail _____

 Mrs. Marian Sussman
718 Las Palmas Drive
Fullerton CA 92835



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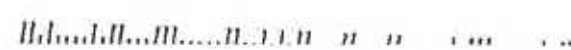
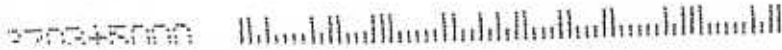
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Mr & Mrs Hal Clark
2119 Treeridge Cir
Brea CA 92821



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Name MILT BURDIK, JEAN O'CONNELL
 Address 5700 CARBON CANYON RD #131
 City BREA E-Mail milters1@juno.com

In response to the Draft Environmental Impact Report on the Olinda Landfill Expansion please note that:

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- I support increased traffic mitigation along Valencia Avenue.

Name GARY A. RIEHLE
 Address 2594 E. Chelsea Ct.
 City BREA 92821 E-Mail _____

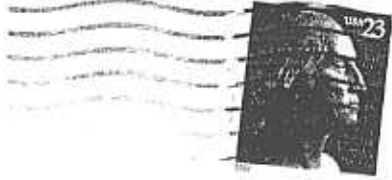
B Mit Burdik
 5700 Carbon Canyon Rd #131
 Brea CA 92823



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RIEHLE, GARY
 2594 E. Chelsea Ct
 BREA CA 92821



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 Mr. Ray Hull
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Name Steve & Janeen Henderson
 Address 232 Roundtree Court
 City Brea E-Mail _____

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Name R. Stephen Simons
 Address 861 E. Cameron Ct.
 City Brea E-Mail ssimons@sempmutilities



Clay Simons
 861 East Cameron Ct.
 Brea, CA 92821



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 County of Orange
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BARRY FRIEDMAN
203 OLIVE PLACE
BREAA CA 92821



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Name _____
 Address _____
 City _____

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we

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- I support increased traffic mitigation along Valencia Avenue.

Name Paul & Kay Madore
5700 Carbon Canyon Rd
 Address Space 101
Brea, CA 92823
 City _____ E-Mail dolphin4019el@hotmail.com

Barry Friedman
203 Olive Place
Brea, CA 92821-5025



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County of Orange
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320 N. Flower Street, Suite 400
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Paul & Kay Madore
5700 Carbon Canyon Rd.
Space 101
Brea, CA 92823

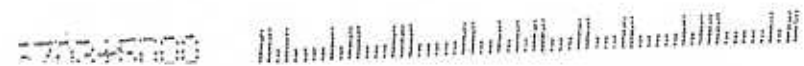


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Name TRICIA S. DARLING
 Address 4328 Via DEL OBISPO
 City YORBA LINDA, CA, E-Mail _____

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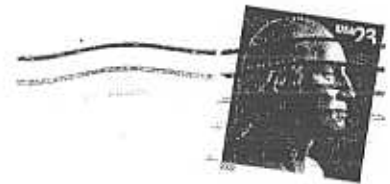
Name Betty Elsing
 Address 3810 Black Forest
 City Yorba Linda, E-Mail elsingbard @ earthlink.net



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LIZABETH ELSING
 3810 BLACK FOREST LN
 YORBA LINDA, CA 92886
 92886



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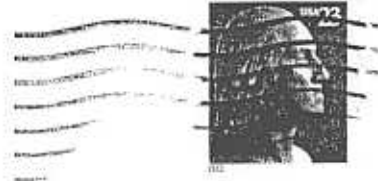
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Name P. Allen
Address 2594 Flanders Court
City Brea E-Mail _____

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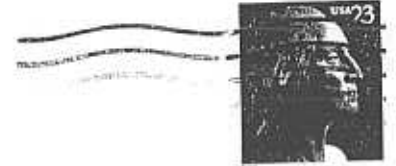
Name Allen Quirk
Address 1009 N. Shadow Cay
City Brea 92821 E-Mail alquirk@aol.com



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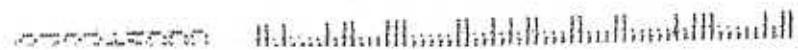
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Allen Quirk
1009 N. Shadow Cay
Brea CA 92821



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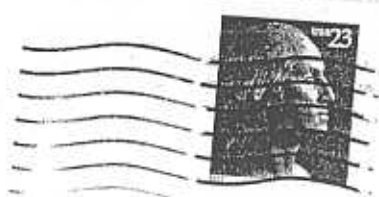
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Name Harold L. Ehlers
 Address 2132 FALLING LEAF CIRCLE
 City BREA E-Mail HLEHLERS@AOL.COM

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- I support increased traffic mitigation along Valencia Avenue.

Name Norma J. Allen
 Address 1001 W. Lambert Rd Spc 163
 City La Habra E-Mail none
Ca 90631



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 County of Orange
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N. J. Allen
 1001 W Lambert Rd Spc 163
 La Habra CA 90631-1519
www.marinemammalcenter.org

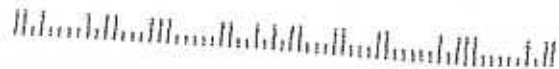


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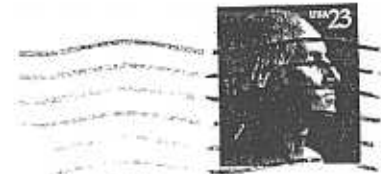
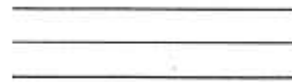
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Name Eric + Anna Head
 Address 1553 San Juan Dr
 City Brea E-Mail ew_head@yahoo.com

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- I support increased traffic mitigation along Valencia Avenue.

Name ELIZABETH STRAHAN
 Address 2595 Rimcrest Rd.
 City Brea CA 92821 E-Mail LSTRAHAN@adelphia.net



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

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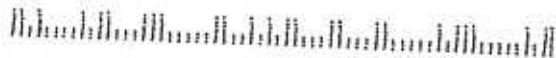
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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703

I.W.M.D.

45000



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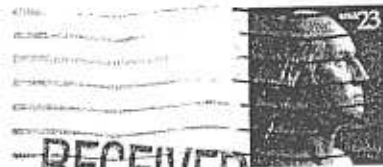
Name Marsha Lombard
 Address P.O. Box 971
 City Brea 92822 E-Mail _____

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Name Lori Rush
 Address 1921 E. North Hills Dr.
 City La Habra E-Mail blueblazerlori@ad.com

M. Lombard
P.O. Box 971
Brea, Ca 92822

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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



Lori Rush
 1921 E. North Hills Dr
 La Habra, CA 90631

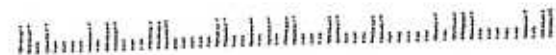
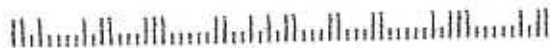


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Name Denise Eastin/Schuyler Eastin
 Address 250 Verbena Ln.
 City Brea E-Mail _____

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Name Smita Shah
 Address 225 Copa de Oro Dr.
 City Brea CA E-Mail Smitashah@msn.c

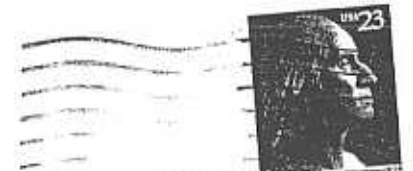
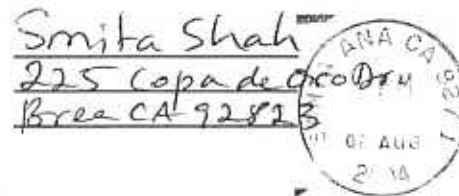


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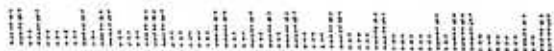


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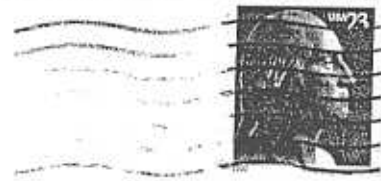
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Name Kellie Tripp
Address 1144 Beechwood Dr
City Brea E-Mail _____

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Name ARMANDO ESPARZA
Address 950 W. LAMBERT RD #2
City LA HABRA E-Mail _____



ARMANDO R ESPARZA
950 W LAMBERT RD UNIT 2
LA HABRA CA 90631-8998



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County of Orange
Integrated Waste Management Department
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Santa Ana, CA 92703

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Name Mark E Bartholme
 Address 28685 Brush Canyon Dr
 City Yorba Linda E-Mail Bartholme1-junk@yahoo.com

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Name MILDRED CROW
 Address 820 INOLA Ct.
 City LA HABRA E-Mail _____
90631



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 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



Mrs. Mildred J. Crow
 820 Inola Ct.
 La Habra CA 90631

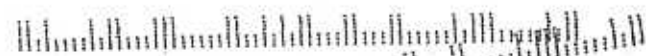


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Name Mark Strom

Address 2740 Sorrel St.

City Brea E-Mail mstrom@prtm.com

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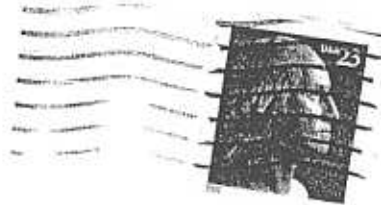
Name Tom Adamski

Address 20647 Punto de Vista

City Yerba Linda E-Mail tomadamski@earthlink.net



Mr. Mark Strom
2740 Sorrel St
Brea, CA 92821

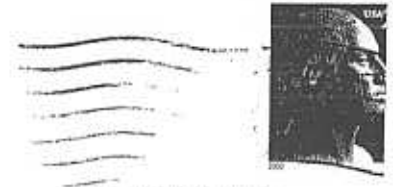


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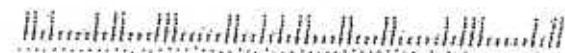
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Name [REDACTED] LINDA ACOSTA
 Address 950 W. LAMBERT RD #2
 City LA HABRA E-Mail _____

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Name D. Long
 Address 156 S. Flower Hill
 City BREA E-Mail _____



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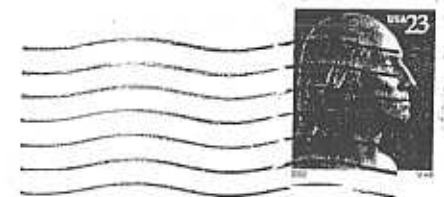
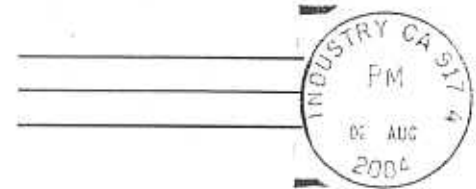
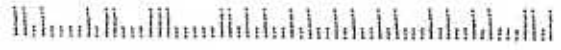
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 County of Orange
 Integrated Waste Management Department



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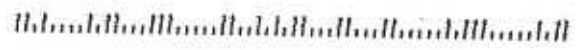


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Mr. Ray Hull
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 320 N. Flower Street, Suite 400
 Santa Ana, CA 92703



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Name Holly McKnight
 Address 1952 Heather Circle
 City Brea E-Mail _____

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Name Pam Lopez
 Address 1009 Ethelinda Way
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Michael & Holly McKnight
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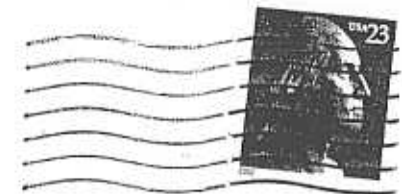
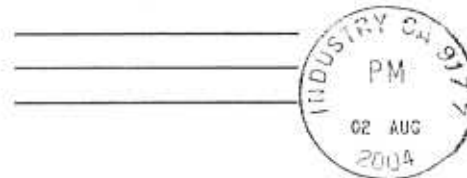


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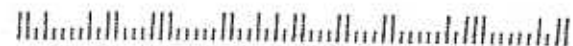


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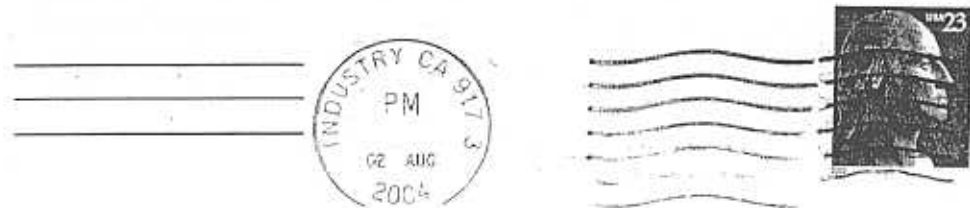
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 Address 2547 E. Skyline Drive
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Name Gary & Arleen Dalgleish
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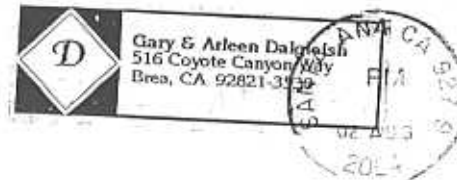


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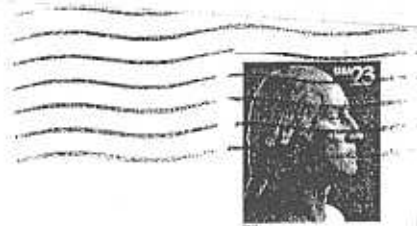
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Name JAMES ALBERT
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Name Donna Eisenberg

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Name ROGER VAN OPPENS

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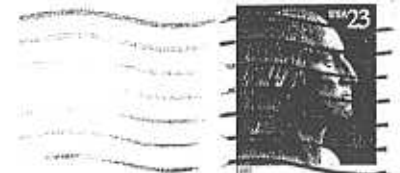
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Name Laura Triner + Doug Shultz
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City La Habra E-Mail _____

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Name Gayle Catalde
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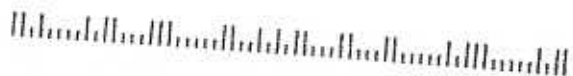
Proud Supporter of The Orange Land Trust

Mr. and Mrs. Stan Glaser
 21810 Feather Ave.
 Yorba Linda, CA 92887



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Mr. Ray Hull
 County of Orange
 Integrated Waste Management Department
 320 N. Flower Street, Suite 400
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O'BRIENS
832 E Camwood
Brea Ca
92801

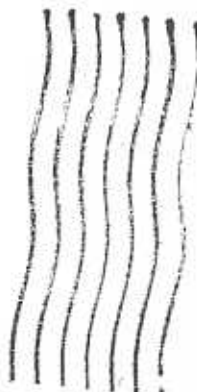
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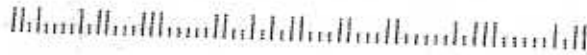
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Name

Paul OB

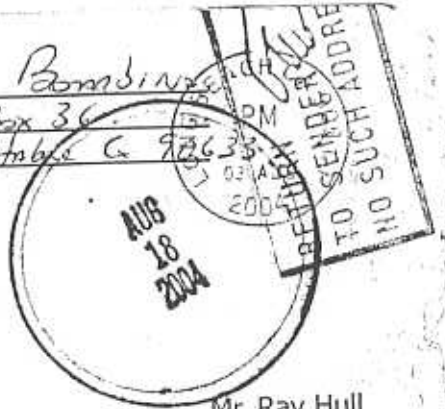
Address

832 E Cameron Ct

City

Brea Ca 92821

L.L. Bombino
PO Box 36
La Habra CA 92633



Mr. Ray Hull
County of Orange
Integrated Waste M
320 N. Flower Street
Santa Ana, CA 9270



Environmental Impact Report
Please note that:

Landfill expansion and extension.
ation funds to build an alternate
ndfill in Tonner Canyon.
ment of a mitigation fund to buy
Area region.
ed traffic mitigation along Valencia

L. Bombino
36 (1260 Brookdale Ave.)
E-Mail liz bom @ juno.com

ATTACHMENT G

ADDITIONAL VIEW SHED ANALYSIS

- OLINDA ALPHA LANDFILL -



- 2004 CONDOR AVENUE AND HAWKS DRIVE -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2013 CONDOR AVENUE AND HAWKS DRIVE -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2021 CONDOR AVENUE AND HAWKS DRIVE -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2004 CONDOR AVENUE AND HAWKS DRIVE -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2013 CONDOR AVENUE AND HAWKS DRIVE -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2021 CONDOR AVENUE AND HAWKS DRIVE -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2004 EAST LAMBERT ROAD AND SUNFLOWER STREET -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2013 EAST LAMBERT ROAD AND SUNFLOWER STREET -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2021 EAST LAMBERT ROAD AND SUNFLOWER STREET -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2004 EAST LAMBERT ROAD AND SUNFLOWER STREET -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2013 EAST LAMBERT ROAD AND SUNFLOWER STREET -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2021 EAST LAMBERT ROAD AND SUNFLOWER STREET -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2004 NORTH RIDGE TRAIL -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2013 NORTH RIDGE TRAIL -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2021 NORTH RIDGE TRAIL -
SUMMER/FALL

- OLINDA ALPHA LANDFILL -



- 2004 NORTH RIDGE TRAIL -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2013 NORTH RIDGE TRAIL -
WINTER/SPRING

- OLINDA ALPHA LANDFILL -



- 2021 NORTH RIDGE TRAIL -
WINTER/SPRING

ATTACHMENT H

ADDITIONAL VIBRATION STUDY



Customer-Focused Solutions

October 11, 2004

Mr. Bob Richmond
Orange County Integrated Waste Management Department
320 N. Flower Street, Suite 400
Santa Ana, California 92703

Subject: Transmittal of Vibration Analysis Technical Report, Olinda Alpha Landfill

Dear Mr. Richmond:

Enclosed are two copies of the technical report titled *Olinda Alpha Landfill Expansion Community Ground-Borne Vibration Study*. The study was conducted to measure vibrations from existing heavy truck traffic associated with the Olinda Alpha Landfill, to provide a basis for determining whether truck traffic associated with the planned landfill expansion will have a significant ground-borne vibration impact. The planned landfill expansion is not expected to change the character of existing truck traffic, but will extend the landfill life so that truck traffic will continue for approximately seven years beyond that currently permitted.

The study described in the enclosed report measured vibrations from existing landfill-related truck traffic in residential areas on the landfill haul route at the following four locations within the City of Brea:

- N. Placentia Avenue south of E. Imperial Highway
- Castlegate Lane north of E. Imperial Highway
- Sandpiper Way east of Valencia Avenue
- Santa Fe Road east of Valencia Avenue

At each of these locations, measurements taken included sample points representing ground-borne vibrations at the residential structures closest to the roadway.

Of all four locations, the maximum measured ground-borne vibrations at the closest residential structures occurred at Castlegate Lane north of E. Imperial Highway where residences are relatively close to the roadway. The measured ground-borne vibrations at the closest residential structures at this location, and the calculated ground-borne noise based on these measured vibrations, are as follows:

RMS VELOCITY LEVEL	NOISE LEVEL	PEAK PARTICLE VELOCITY
82 VdB	42 dBA	0.50 in/sec

The root-mean-square (RMS) velocity and ground-borne noise level are used to assess human response to ground-borne vibration, while the peak particle velocity is a better measure of the



potential for vibrations to cause damage to structures. Relative scales and values for each of these parameters are described in the enclosed report. The maximum measured 82 VdB RMS velocity level and the associated ground-borne noise level fall into the range of values that the Federal Transit Administration (FTA) has determined is "distinctly perceptible." The measured level is below the level at which most people would be strongly annoyed by the vibration.

As shown in Table 2-1 of the enclosed report, the threshold for human annoyance is far below the threshold for potential damage to structures. Accordingly, since the landfill truck haul route includes residential streets with structures relatively close to the roadway, the potential human response will determine the ground-borne vibration and ground-borne noise levels below which there will be "less than significant" environmental impact. Establishing a reasonable ground-borne vibration level significance threshold based on the potential for human annoyance will automatically be protective to structures.

We know of no established regulatory threshold for ground-borne vibrations or noise. Human response depends on the sensitivity of the individual, the environmental setting (e.g., quiet residential, urban residential) and the time of day (e.g., potentially higher sensitivity during sleeping or other quiet hours). Some important considerations for landfill related truck traffic include:

- Truck traffic is limited to a portion of the day (typically around 7 a.m. to 4 p.m.) Monday through Friday, plus a lower level of traffic on Saturday.
- Peak landfill related truck traffic occurs near the middle portion of the day.
- Vibrations from individual truck passes occur for a very short duration.
- There is no landfill truck traffic on Sunday.

These characteristics help to limit the extent to which human annoyance might be expected compared to projects such as rail transportation or construction related pile-driving where longer duration vibrations may occur up to 24-hours per day and 7 days per week.

Since the ground-borne noise levels are calculated from the ground-borne vibration, significance criteria need only address ground-borne vibration. For the landfill-related truck traffic, a reasonable threshold for determining ground-borne vibrations to have a significant impact could be established at either 88 VdB or 85 VdB. Using either of these threshold levels, the vibrations measured at the closest residences to the street pursuant to the study described in the enclosed report would be less than significant. The following paragraphs describe the rationale for establishing the significance threshold at either 88 VdB or 85 VdB.

A threshold of 88 VdB would correspond with the level at which FTA has determined ground borne vibration is "unacceptable" due to adverse human response (see Table 2-1 in the enclosed report). In addition, based on the distribution of ground-borne vibration spectra measured for this study, 88 VdB would be the upper threshold for the range of recommended daytime vibration for residential spaces in American National Standards Institute (ANSI) S3.29 "Guide to Evaluation of Human Exposure to Vibration in Buildings."

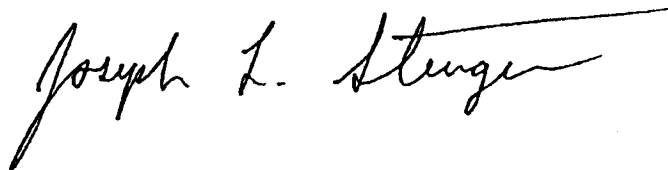
A threshold of 85 VdB would be a somewhat more conservative significant impact threshold.

Mr. Bob Richmond
September 11, 2004
Page 3

Ground-borne vibrations below this threshold would be well within the range of recommended daytime vibration for residential spaces in ANSI S3.29 and would be within the range of "distinctly perceptible" or below the threshold of human perception (see Table 2-1 in the enclosed report). Within the 75 VdB to 84 VdB range, the level of human annoyance strongly depends on the sensitivity of the individual and other factors such as those described above. Vibrations in this range will not be strongly annoying to most people. Considering the characteristics of the landfill-related traffic, in particular, the limited hours of occurrence, this level of vibration would be a more conservative significance threshold. It would be more protective to sensitive individuals than the 88 VdB threshold described above.

Please call me at 949-697-7169 if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Joseph L. Stenger". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Joseph L. Stenger, R.G., R.E.A.
Project Director
JLS/rw

cc: John Arnau, IWMD
Eric Walther, TRC

Project No. 616990
Report No. 342

OLINDA ALPHA LANDFILL EXPANSION
COMMUNITY GROUND-BORNE VIBRATION STUDY

Prepared by:

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Acentech Incorporated
1429 E. Thousand Oaks Blvd., Suite 200
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September 2004

Submitted to:

TRC
21 Technology Drive
Irvine, CA 92618

Prepared for:

Orange County Integrated Waste Management Department
320 N. Flower Street, Suite 400
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TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
EXECUTIVE SUMMARY	ii
1 GROUND-BORNE VIBRATION	1
1.1 GROUND-BORNE VIBRATION AND NOISE	1
1.2 HUMAN PERCEPTION OF GROUND-BORNE VIBRATION.....	3
2 VIBRATION IMPACT CRITERIA	7
3 VIBRATION MEASUREMENTS	10
3.1 N. PLACENTIA AVE RESULTS	11
3.2 CASTLEGATE LANE RESULTS	13
3.3 SANDPIPER WAY RESULTS	15
3.4 SANTA FE ROAD RESULTS.....	18

TABLES

<u>TABLE NO.</u>	<u>PAGE</u>
TABLE 2-1 GROUND-BORNE VIBRATION AND NOISE IMPACT CRITERIA	7
TABLE 3-1 N PLACENTIA VIBRATION MEASUREMENT RESULTS	12
TABLE 3-2 CASTLEGATE VIBRATION MEASUREMENT RESULTS	14
TABLE 3-3 SANDPIPER VIBRATION MEASUREMENT RESULTS	16
TABLE 3-4 SANTA FE VIBRATION MEASUREMENT RESULTS	19

FIGURES

<u>FIGURE NO.</u>	<u>PAGE</u>
FIGURE 1-1 TYPICAL RMS VIBRATION VELOCITY LEVEL IN VdB	5
FIGURE 3-1 MEASUREMENT AREA	10
FIGURE 3.2 E IMPERIAL HIGHWAY MEASUREMENT LOCATIONS	11
FIGURE 3-3 RESULTS SUMMARY PLACENTIA	12
FIGURE 3-4 RMS VELOCITY LEVEL VS DISTANCE – PLACENTIA.....	13
FIGURE 3-5 SUMMARY OF RESULTS – CASTLEGATE	14
FIGURE 3-6 RMS VELOCITY LEVEL VS DISTANCE – CASTLEGATE.....	15
FIGURE 3-7 SANDPIPER WAY MEASUREMENT LOCATIONS.....	16
FIGURE 3-8 SUMMARY – SANDPIPER WAY	17
FIGURE 3-9 RMS VELOCITY LEVEL VS DISTANCE – SANDPIPER WAY.....	17
FIGURE 3-10 SANTA FE RD MEASUREMENT LOCATIONS	18
FIGURE 3-11 SUMMARY – SANTA FE RD.....	19
FIGURE 3-9 RMS VELOCITY LEVEL VS DISTANCE – SANTA FE RD.....	20

EXECUTIVE SUMMARY

This ground-borne vibration report presents the results of vibration measurements made adjacent to roads used to access the Olinda Alpha Landfill in Brea, California. Measurements were performed on September 16, 2004 adjacent to four intersections:

1. N. Placentia Ave and E. Imperial Highway
2. Castlegate Lane and E. Imperial Highway
3. Sandpiper Way and Valencia Ave
4. Santa Fe Road and Valencia Ave

This report includes in Chapter 1 a discussion of ground-borne vibration, human perception of vibration, and factors influencing the propagation of vibration. Vibration evaluation criteria are presented in Chapter 2. The measured levels of vibration are presented in Chapter 3.

The focus of the study described herein was to obtain vibration measurements and ground-borne noise values for existing traffic conditions, including landfill-related traffic, that would enable the evaluation of potential impacts of vibrations in residences adjacent to haul routes due to heavy truck traffic associated with the landfill. The locations of the measurements and the measured vibration and calculated ground-borne noise values for existing landfill-related heavy truck traffic are summarized below.

MEASUREMENT LOCATION	VIBRATION AND GROUND-BORNE NOISE AT CLOSEST RESIDENCES
N. Placentia Ave. south of E. Imperial Highway	<ul style="list-style-type: none"> • Vibration levels are an order of magnitude below Caltrans published thresholds for potential architectural or structural building damage. • Vibration and ground-borne noise levels are below the U.S. Department of Transportation Federal Transit Administration (FTA) published threshold of human perception.
Castlegate Lane north of E. Imperial Highway	<ul style="list-style-type: none"> • Vibration levels are well below Caltrans published thresholds for potential architectural or structural building damage. • Vibration and ground-borne noise levels are in the upper half of the FTA published “distinctly perceivable” range. According to FTA, many people will find transit-induced vibration and ground-borne noise unacceptable at this level. The vibration level is below the threshold at which most people would be strongly annoyed.
Sandpiper Way east of Valencia Ave	<ul style="list-style-type: none"> • Vibration levels are well below Caltrans published thresholds for potential architectural or structural building damage. • Vibration and ground-borne noise levels in the lower half of the FTA published “distinctly perceivable” range. According to FTA, many people will find transit-induced vibration unacceptable at this level. However, the measured level is below the level at which most people would be strongly annoyed.
Santa Fe Road east of Valencia Ave	<ul style="list-style-type: none"> • Vibration levels are well below Caltrans published thresholds for potential architectural or structural building damage. • Vibration and ground-borne noise levels are near the middle of the FTA published barely perceivable range.

1 GROUND-BORNE VIBRATION

The Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans) have published guidance for preparing and reviewing transportation noise and vibration analysis (1, 2).

1.1 GROUND-BORNE VIBRATION AND NOISE

Ground-borne vibration can impact nearby neighbors of a major truck route causing buildings to shake and rumbling sounds to be heard inside. The effects of ground-borne vibration include feelable movement of the building floors, rattling of windows, shaking of items on shelves or hangings on walls, and rumbling sounds. In extreme cases, the vibration from blasting and pile driving during construction can cause damage to buildings. The threshold of perception is an order of magnitude below the damage threshold for normal buildings.

The source of ground-borne vibration is the rolling of vehicle wheels on the surface of the road, creating vibrational energy that is transmitted through the roadbed and into the ground. The amount of energy that is transmitted into the ground depends on factors such as how smooth the road surface is, the weight of the vehicle, the speed of the vehicle and the resonance frequencies of the vehicle suspension system. These systems have resonances, which result in increased vibration response at certain frequencies.

The vibration excites the adjacent ground creating waves that propagate through soil and rock strata to the foundations of nearby buildings. The waves propagate from the foundation throughout the remainder of the building structure. The maximum vibrational amplitudes of the floors and walls of a building often will be at the resonant frequencies* of various components of the building.

The amplitude of particle motion may be described three ways:

1. **Particle displacement** - the distance the soil particles travel from their original position. Units are millimeters (mm) or inches (in).
2. **Particle velocity** - the velocity of the soil particles. Units are inches per second (in/sec) or millimeters per second (mm/sec). Sometimes expressed logarithmically in decibels (dB) with reference to a specified unit of velocity such as 10^{-6} in/sec, or 10^{-6} mm/sec.
3. **Particle acceleration** - the acceleration of the soil particles. Units are inches per second per second (in/sec²), millimeters per second per second (mm/sec²), or g-force (g = acceleration of gravity = 32.2 feet per second per second (ft/sec²) = 9.81 meter per second per second (m/sec²). Sometimes expressed logarithmically in decibels (dB) with reference to a specified unit of acceleration, such as 1 g, or 10^{-6} g.

* Resonant frequency of a structure is dependent upon its stiffness and mass. When the frequency of the transmitted energy approaches the resonant frequency of the structure, amplification of the energy can occur depending on the damping of the structure.

There are three main wave types of concern in the propagation of ground-borne vibrations:

1. **Surface or Rayleigh waves**, which as the name implies, travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is retrograde elliptical, more or less perpendicular to the direction of propagation.
2. **P-waves, or compression waves**. These are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, "push-pull". P-waves are analogous to airborne sound waves.
3. **S-waves, or shear waves**. These are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

All vibrations generated by construction or operation of surface transportation facilities are mainly in the form of surface or Rayleigh waves. Soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to reach bedrock. Stiff clay soils propagate vibrational energy further than sandy soil, while shallow rock can concentrate the vibration energy close to the surface resulting in ground-borne vibration propagation over larger distances. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of ground-borne vibration depending upon soil type.

The vibration of floors and walls may cause perceptible vibration, rattling of items such as windows or dishes on shelves, or a rumbling noise. The rumble is the noise radiated from vibrating room surfaces. In essence, the room surfaces act like a giant loudspeaker diaphragm. This audible sound is called ground-borne noise.

Ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction. In addition, the rumbling noise that usually accompanies a building's vibration develops inside buildings.

1.1.1 Vibratory Motion

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, and acceleration. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement, and the acceleration is the rate of change of the speed. Although displacement is easier to understand than velocity or acceleration, it is rarely used for describing ground-borne vibration. The response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration.

1.1.2 Amplitude Descriptors

Vibration consists of a rapidly fluctuating motion with an average displacement from rest of zero. There are several different methods that are used to quantify vibrational amplitude. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak

of the vibration signal. PPV is often used to monitor vibrations due to blasting, since it is best related to the stresses that are experienced by buildings.

Although peak particle velocity is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to the average vibrational amplitude. The root mean square (rms) of a signal is the average of the squared amplitude of the signal. The average is typically calculated over a 1 second period. The rms amplitude is always less than the PPV* and is always positive.

The PPV and rms velocity is often described in units of inches per second. Although it is not universally accepted, decibel notation is in common use for vibration. Decibel notation acts to compress the range of numbers required to describe vibration. Vibrational velocity level in decibels is defined as:

$$L_v = 20 \times \log_{10} (v/v_{\text{ref}})$$

In the above equation, “ L_v ” is the velocity level in decibels, “ v ” is the rms velocity amplitude, and “ v_{ref} ” is the reference velocity amplitude. A reference value must always be specified whenever a quantity is expressed in terms of decibels. The accepted reference quantity for vibration velocity is 1×10^{-6} in/sec in the USA. Although not a universally accepted notation, the abbreviation “VdB” is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

1.2 HUMAN PERCEPTION OF GROUND-BORNE VIBRATION

1.2.1 Typical Levels of Ground-Borne Vibration

In contrast to airborne noise, ground-borne vibration is not a phenomenon that most people perceive every day. Human reaction to groundborne vibration is virtually always characterized in terms of the root-mean-square (rms) vibration velocity. The rms is considered the best available measure of potential human annoyance from ground-borne vibration and measurements are usually reported in terms of the maximum rms vibration velocity level, L_v for analysis of human perception and impact. The vibration perception threshold for humans is 75 VdB, however, because of the ground-borne noise that is radiated from the room surfaces, the overall perception threshold is 65 Vdb.

The background vibration velocity level in residential areas is usually 50 VdB or lower, well below the 65 VdB threshold of perception for humans. Most perceptible indoor vibration is caused by sources within buildings such as mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration due to traffic is rarely perceptible.

* The ratio of PPV to maximum rms amplitude is defined as the **crest factor** for the signal. The crest factor is always greater than 1.4, although a crest factor of 8 or more is not unusual for impulsive signals. For ground-borne vibration from trucks, the crest factor is usually less than 4.

Figure 1-1 illustrates common vibrational sources, and the human and structural response to ground-borne vibration. The range of interest is approximately 50 VdB to 100 VdB. Background vibration is of concern only when the vibration affects very sensitive manufacturing or research equipment. For example, both electron microscopes and high-resolution lithography equipment are highly sensitive to vibration.

Although the threshold of perception is about 65 VdB, vibration is not distinctly perceptible unless the vibration is about 75 VdB or greater. If the vibrational level in a residence is 85 VdB or more, most people will be strongly annoyed by the vibration. (1)

The vibration levels inside of a building depend on the soil and the propagation paths of the vibration into the building's foundation and throughout the building. The relationship between ground-borne vibration and ground-borne noise depends on the frequency content of the vibration and the acoustical absorption of the receiving room. In general, the heavier a building, the lower the response will be to the ground-borne vibration and the more acoustical absorption in the room, the lower the noise level will be. For a room with average acoustical absorption, the sound pressure level is approximately equal to the average vibration velocity level of the room surfaces*. Hence, the A-weighted level of ground-borne noise can be estimated by applying A-weighting to the vibration velocity spectrum. If the vibration spectrum peaks at 30 Hz, the A-weighted sound level will be approximately 40 decibels lower than the velocity level. Correspondingly, if the vibration spectrum peaks at 60 Hz, the A-weighted sound level will be about 25 decibels lower than the velocity level.

1.2.2 Quantifying Structural Response to Ground-Borne Vibration

Caltrans states that "peak particle velocity" correlates best with damage and complaints and has adopted the Peak Vertical Particle Velocity descriptor, with units of mm/sec or in/sec." PPV is often used to monitor vibrations due to blasting and construction activities, since it is best related to the stresses that are experienced by buildings.

* The sound level approximately equals the average vibration velocity level only when the velocity level is referenced to 1 micro inch/second (1 μ in/sec).

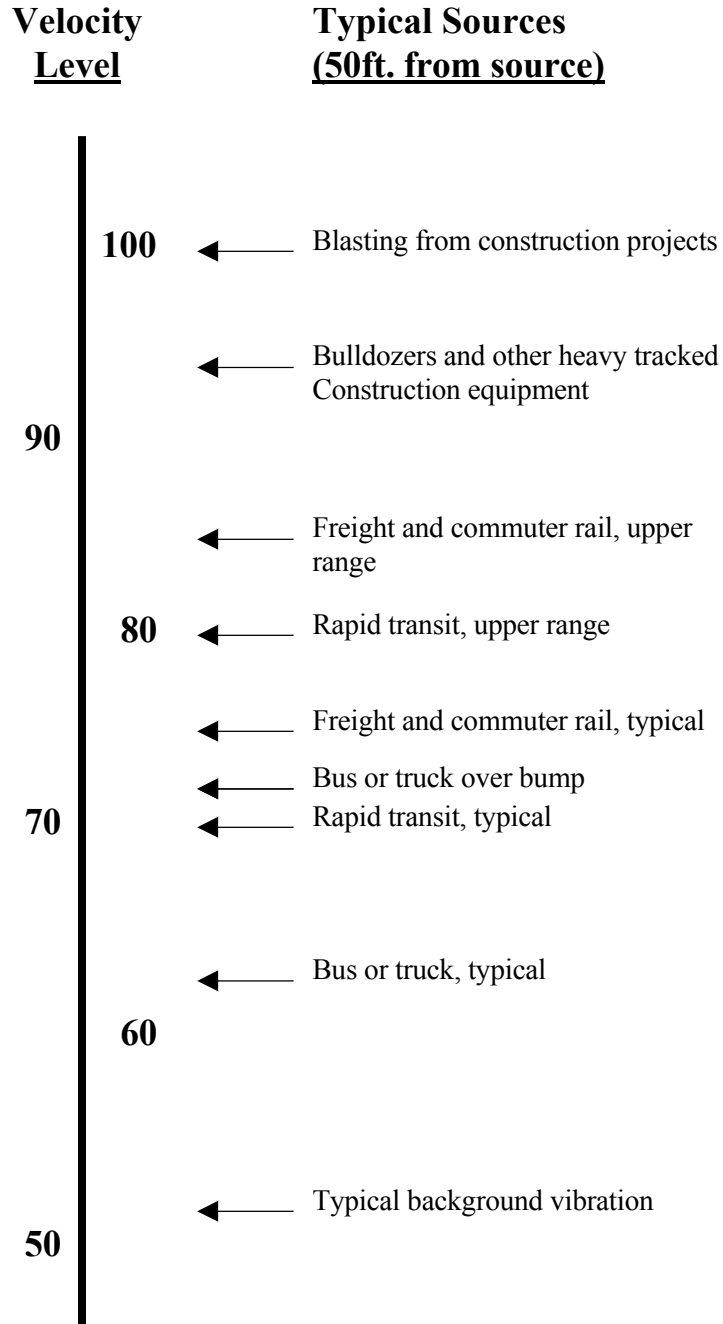


Figure 1-1 Typical RMS Vibration Velocity Level in VdB relative to 10⁻⁶ inches/second

REFERENCES

1. "Transit Noise and Vibration Impact Assessment" U.S. Department of Transportation, Federal Transit Administration, DOT-T-95-16, April 1995.
2. Rudy Hendriks, "Transportation Related Earthborne Vibrations (Caltrans Experiences)," Technical Advisory, Vibration, TAV-02-01-R9601, Department of Transportation, Division of Environmental Analysis, Office of Noise, Air Quality, and Hazardous Waste Management, Sacramento, CA, 2002.
3. Y. Tokita, "Vibration Pollution Problems in Japan," Inter-Noise 75, Sendai, Japan, pp. 465-472, 1975.

2 VIBRATION IMPACT CRITERIA

There has been limited research into the response of humans to building vibration and structure-borne noise. However, with the construction of new rail rapid transit systems in recent years, considerable experience has been gained as to how communities will react to various levels of building vibration. This experience, combined with available national and international standards, represents a good foundation for predicting annoyance from ground-borne noise and vibration in residential areas (1, 2).

Table 2-1 presents vibration and ground-borne noise guidelines published by Caltrans and FTA for evaluating the likelihood of producing human annoyance or causing structural damage. Criteria for assessing ground-borne vibrations and noise are based on the maximum levels of an event. The criteria for acceptable ground-borne vibration are expressed in terms of rms velocity levels, in decibels. The criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound level. The criteria for protecting against structural damage are in terms of PPV. It is extremely rare for vibrations from truck traffic operations to cause building damage.

Table 2-1 Damage Risk and Human Ground – Borne Noise and Vibration Evaluation Guidelines					
FTA Ground – Borne Noise and Vibration (3)			Caltrans (4)		
RMS Velocity Level, (VdB, re 10 ⁻⁶ in/sec)	Noise Level		Human Response	Effect on Buildings	PPV, in/sec ³
	Low Freq ¹	Mid Freq ²			
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible, mid-frequency sound is excessive for quiet sleeping areas.	Vibrations unlikely to cause damage of any type	0.006
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit-induced vibration at this level unacceptable. Low-frequency noise acceptable for sleeping areas, mid-frequency noise annoying in most quiet occupied areas.		0.019

Table 2-1 Damage Risk and Human Ground – Borne Noise and Vibration Evaluation Guidelines					
FTA Ground – Borne Noise and Vibration (3)			Caltrans (4)		
RMS Velocity Level, (VdB, re 10 ⁻⁶ in/sec)	Noise Level		Human Response	Effect on Buildings	PPV, ³ in/sec
	Low Freq ¹	Mid Freq ²			
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise unacceptable for sleeping areas, even for infrequent events, mid-frequency noise unacceptable even for infrequent events with institutional land uses such as schools and churches.	Recommended upper level of vibration to which ruins should be subjected	0.08
88 VdB	48 dBA	63 dBA	Unacceptable	Virtually no risk of “architectural” damage to normal buildings	0.10
94 VdB	54 dBA	69 dBA	Unacceptable	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings	0.20
100 – 104 VdB	60 – 64 dBA	85 – 89 dBA	Unacceptable	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage	0.4 – 0.6
Notes:					
<ol style="list-style-type: none"> 1. Approximate noise level when vibration spectrum peak is near 30 Hz. 2. Approximate noise level when vibration spectrum peak is near 60 Hz. 3. Assumes a Crest Factor of approximately 4. 					

Repeated exposure to ground vibration levels in excess of 120 VdB have been known to result in cracks in wallboard and loosening of nails. Repeated exposure to ground vibration levels in excess of 130 VdB have been known to result in cracks in masonry structures as well as loosening mortar. Repeated exposure to ground borne vibration can result in existing cracks to get larger. Protective guidelines of 102 VdB have been recommended by the Committee on Hearing, Bioacoustics and Biomechanics to protect residential structures from damage due to ground borne vibration (5). This corresponds to Caltrans’ recommendation for guarding against structural damage.

REFERENCES

1. Acoustical Society of America, “American National Standard: Guide to Evaluation of Human Exposure to Vibration in Buildings,” ANSI S3.29-1983 (ASA 48-1983)
2. International Standards Organization, “Evaluation of Human Exposure to Whole-Body Vibration, Part 2: Continuous and Shock-Induced Vibration in Buildings (1-80Hz),” ISO-2361-2, 1989.
3. “Transit Noise and Vibration Impact Assessment” U.S. Department of Transportation, Federal Transit Administration, DOT-T-95-16, April 1995.
4. Rudy Hendriks, “Transportation Related Earthborne Vibrations (Caltrans Experiences),” Technical Advisory, Vibration, TAV-02-01-R9601, Department of Transportation, Division of Environmental Analysis, Office of Noise, Air Quality, and Hazardous Waste Management, Sacramento, CA, 2002.
5. National Research Council, “Guidelines for Preparing Environmental Impact Statements on Noise,” Committee on Hearing, Bioacoustics, and Biomechanics, National Academy of Sciences, Washington, DC, 1977.

3 VIBRATION MEASUREMENTS

Measurements of ground-borne vibration were made on September 16, 2004 in residential communities adjacent to E Imperial Highway and Valencia Avenue, which are major access routes to the Olinda Alpha Landfill as shown in Figure 3-1.



Figure 3-1 Measurement Area

Residential areas near four streets were selected for measurements:

1. N. Placentia Ave south of E Imperial Highway
2. Castlegate Lane north of E Imperial Highway
3. Sandpiper Way east of Valencia Ave
4. Santa Fe Rd east of Valencia Ave

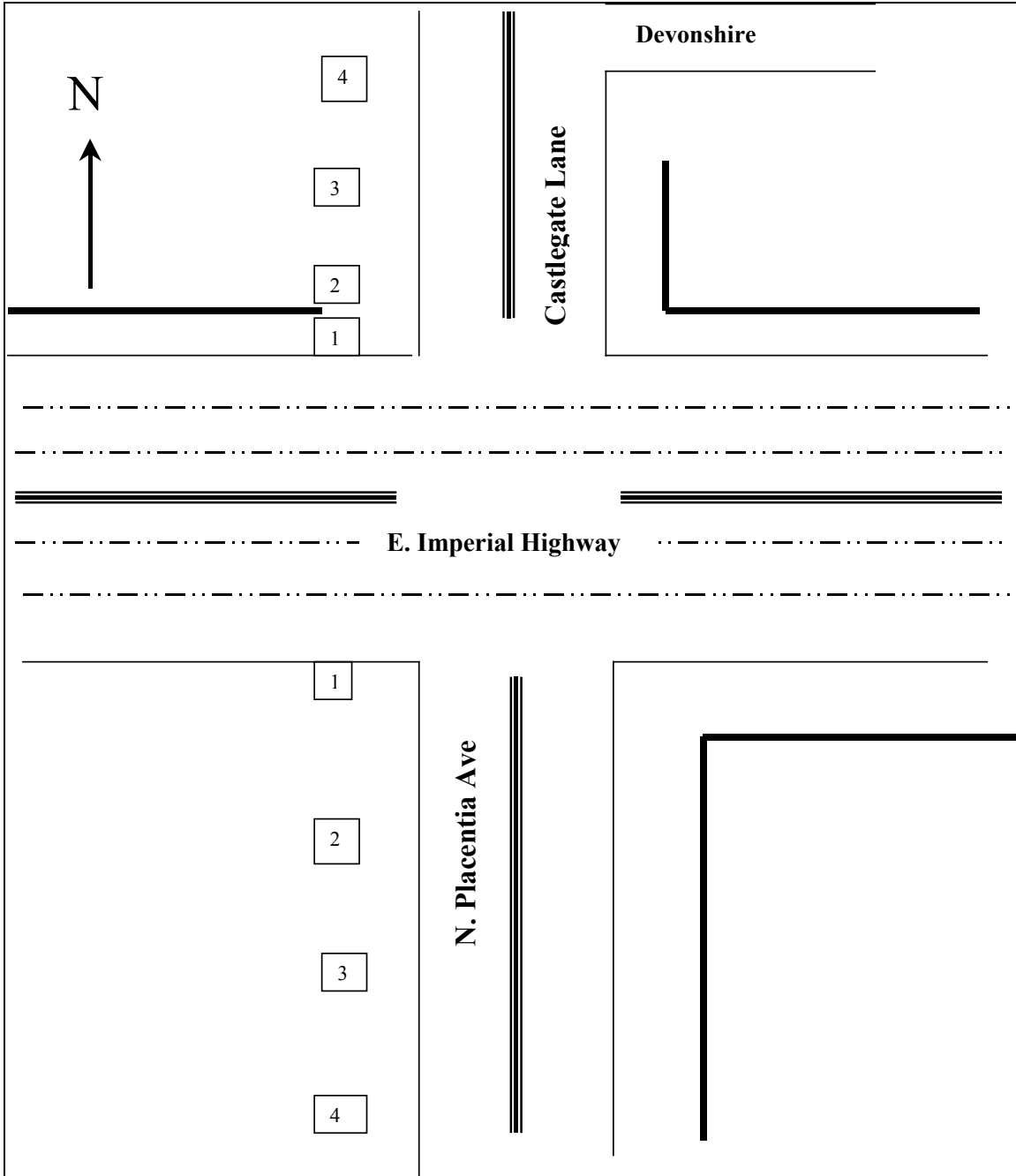
A vibration sensor was attached to the ground close to the roadway as a reference.¹ A second sensor was located at critical location(s) corresponding to the distances to the nearest residential structure(s). The reference sensor remained fixed in one location near the source, while the response sensor(s) may be moved to different locations. Maximum vibration levels were measured for at least for ten passes of heavy trucks for each location.

¹ Wilcoxon Research Model 793L Premium, Low Frequency Accelerometer; frequency response of 0.6 Hz to 700 Hz.

3.1 N. PLACENTIA AVE RESULTS

Vibration measurements were made between 7:00 a.m. and 8:15 a.m. at four locations shown at the lower half of Figure 3-2.

Figure 3.2 E. Imperial Highway Measurement Locations



E. Imperial Highway has three lanes on each side of a central medium. On the south side of the Highway there is a residential community protected by a high block wall (depicted by the

heavy lines in the above sketch. The vibration measurements were made along the west edge of the sidewalk on the west side of N. Placentia Ave. Since the vibration transducers were within 15 ft of the curb along N. Placentia Ave, the traffic on this street may have contributed to the measured levels at the further distances. Measurement locations 2, 3 and 4 correspond with the edges of the rows of houses observed over the top of the wall that would be nearest to E. Imperial Highway.

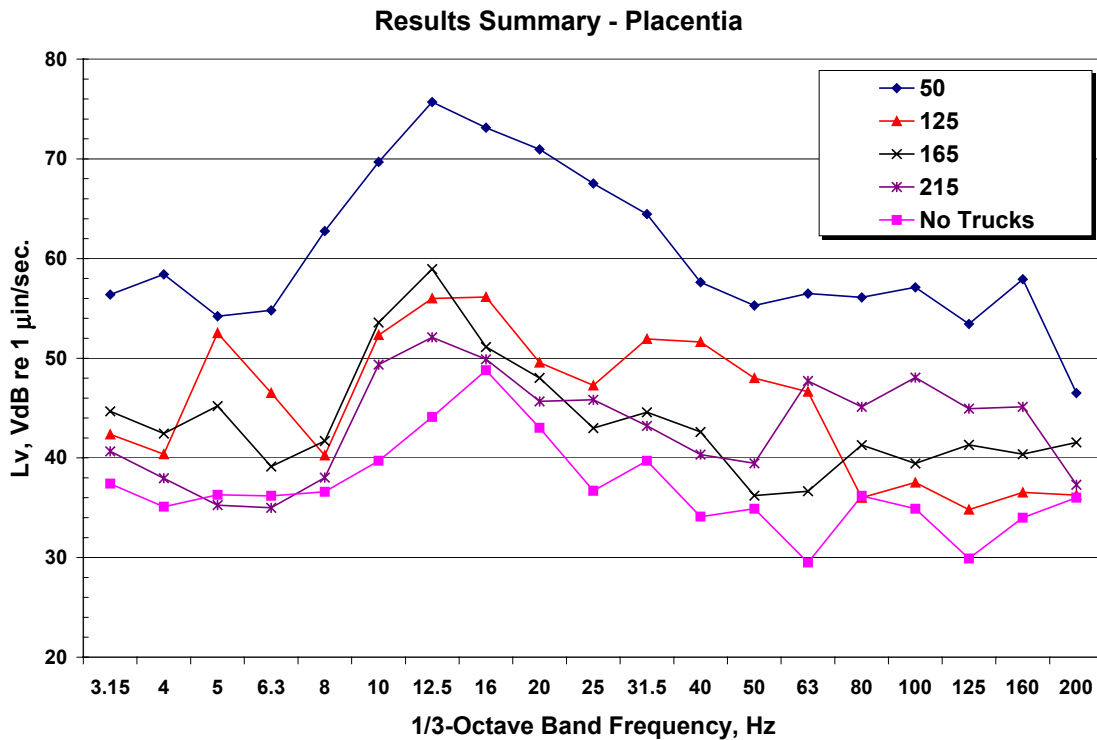
Table 3-1 summarizes the measurement locations and vibration levels from truck traffic. We observed approximately 3 heavy trucks per minute that were either on the way to the landfill or returning from the landfill.

Table 3-1 N Placentia Vibration Measurement Results

Measurement Location	Distance from Centerline, ft	RMS Velocity Level, VdB	Noise Level, dBA	PPV, in/sec
1	50	80	N/A	0.040
2	125	63	23	0.006
3	165	61	21	0.004
4	215	58	18	0.003

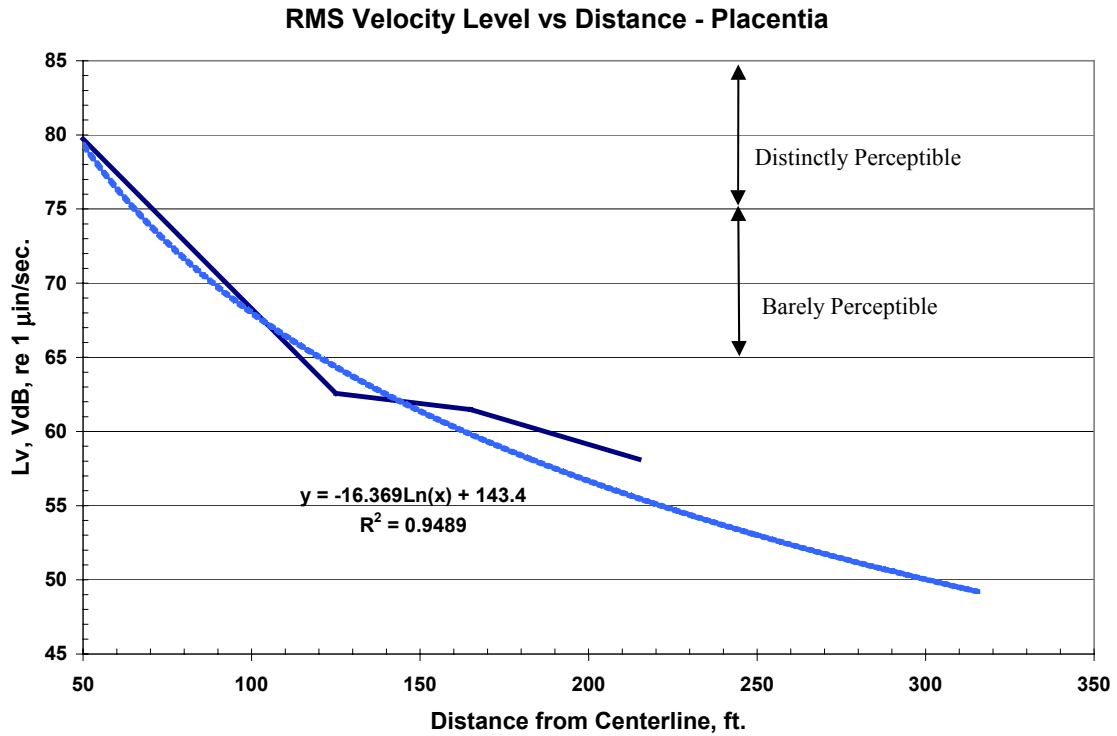
Figure 3-3 presents the maximum measured truck vibration spectra at the four distances and the spectra when there were no trucks. Since the vibration spectrum peak was below 30 Hz, the estimated ground-borne noise levels reported are 40 dB below the maximum vibration levels.

Figure 3-3



Vibration levels were below the threshold of perception at the distance of the nearest residential structure. Vibrations are unlikely to cause damage of any type. Figure 3-4 presents the observed vibration propagation with distance relationship. The “Distinctly Perceptible” range extends approximately 70 ft of the street centerline and the “Barely Perceptible” range extends approximately 115 ft from the centerline of the street. Residential structures were observed to be 125 ft from the street centerline.

Figure 3-4



3.2 CASTLEGATE LANE RESULTS

Vibration measurements were made between 8:45 a.m. and 10:15 a.m. at four locations along Castlegate Lane as shown at the upper half of Figure 3-2. The vibration measurements were made along the west edge of the sidewalk on the west side of Castlegate Lane. Measurement locations 2, 3 and 4 correspond with southern edge of the first, second and third house, respectively. Since the vibration transducers were within 15 ft of the curb along Castlegate Lane, the traffic on this street may have contributed to the measured levels at the further distances. Also, there is a speed bump located about 315 ft north of the Imperial Highway centerline and vibration created by cars going over the speed bump may have contributed to the levels measured at location 4.

Table 3-2 summarizes the measurement locations and results. We observed approximately 2 to 3 heavy trucks per minute that were either on the way to the landfill or returning from the landfill.

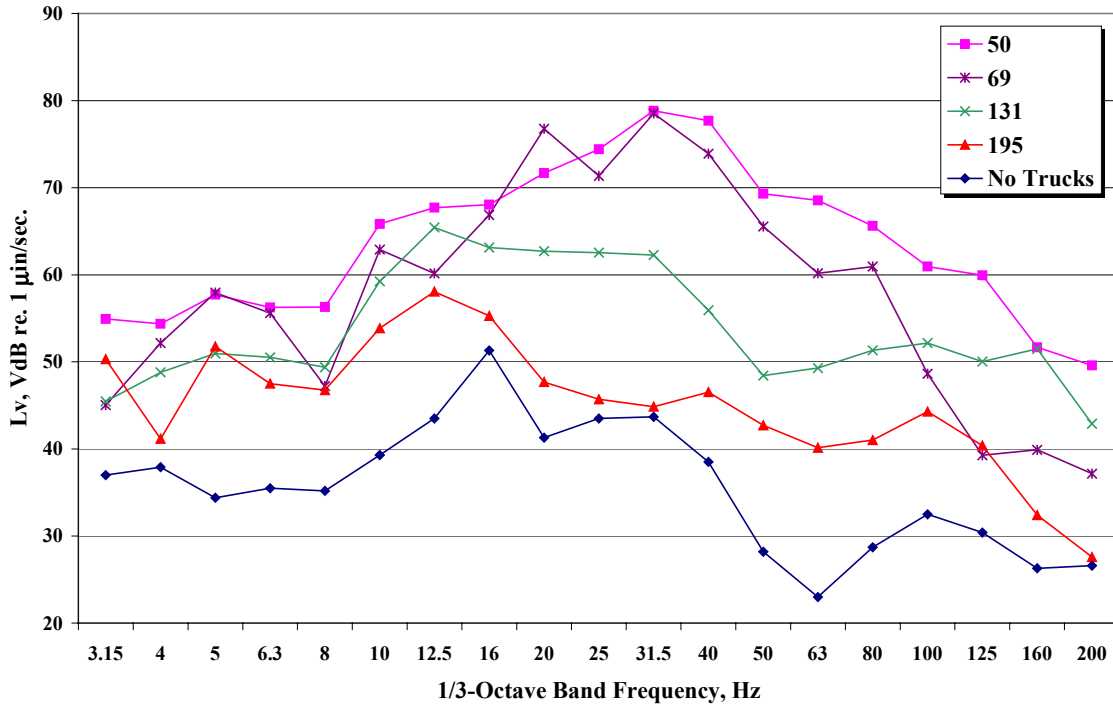
Table 3-2 Castlegate Vibration Measurement Results

Measurement Location	Distance from Centerline, ft	RMS Velocity Level, VdB	Noise Level, dBA	PPV, in/sec
1	50	83	N/A	0.057
2	69	82	42	0.050
3	131	71	31	0.014
4	195	63	23	0.003

Figure 3-5 presents the maximum measured truck vibration spectra at the four distances and the spectra when there were no trucks. Since the vibration spectra peak was near 60 Hz at the nearest residences, the estimated ground-borne noise levels reported are 25 dB below the maximum vibration levels. The spectra peak for residences at greater distances was near or below 30 Hz and ground-borne noise levels reported are 40 dB below maximum vibration levels.

Figure 3-5

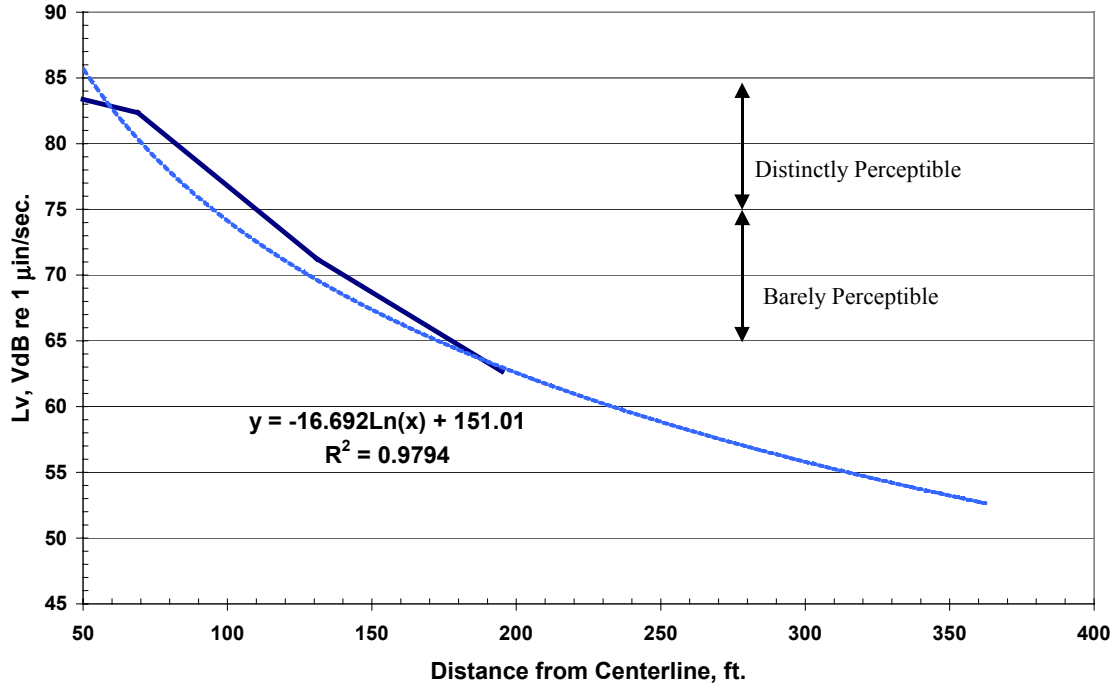
Summary of Results - Castlegate



Vibration levels were above the threshold of perception at the distance of the two nearest residential structures along Castlegate and the residences on the south side of Devonshire. Figure 3-6 presents the observed vibration propagation with distance relationship. Residential structures within approximately 110 ft of the street centerline would be in the “Distinctly Perceptible” range. Residences within approximately 180 ft would be in the “Barely Perceptible” range. Vibrations are unlikely to cause architectural damage of any type.

Figure 3-6

RMS Velocity Level vs Distance - Castlegate



3.3 SANDPIPER WAY RESULTS

Vibration measurements were made between 11:00 a.m. and 12:45 p.m. at five locations along Sandpiper Way as shown in Figure 3-7. The vibration measurements were made along the northern edge of the sidewalk on the north side of Sandpiper Way. Measurement locations 2, 3, 4 and 5 correspond with western edge of houses on either side of Sandpiper Way. We observed approximately 1 to 9 heavy trucks per minute that were either on the way to the landfill or returning from the landfill.

Table 3-3 summarizes the measurement locations and results and Figure 3-8 presents the maximum measured truck vibration spectra at the five distances and the spectra when there were no trucks. Since the vibration spectrum peak was below 30 Hz, the estimated ground-borne noise levels reported are 40 dB below the maximum vibration levels. Since the vibration transducers were within 10 ft of the curb along Sandpiper Way, the traffic on this street may have contributed to the measured levels at the further distances.

Figure 3-9 presents the observed vibration propagation with distance relationship. Residential structures within approximately 100 ft of the street centerline would be in the “Distinctly Perceptible” range. Residences within approximately 190 ft would be in the “Barely Perceptible” range. Vibrations are unlikely to cause architectural damage of any type.

Figure 3-7 Sandpiper Way Measurement Locations

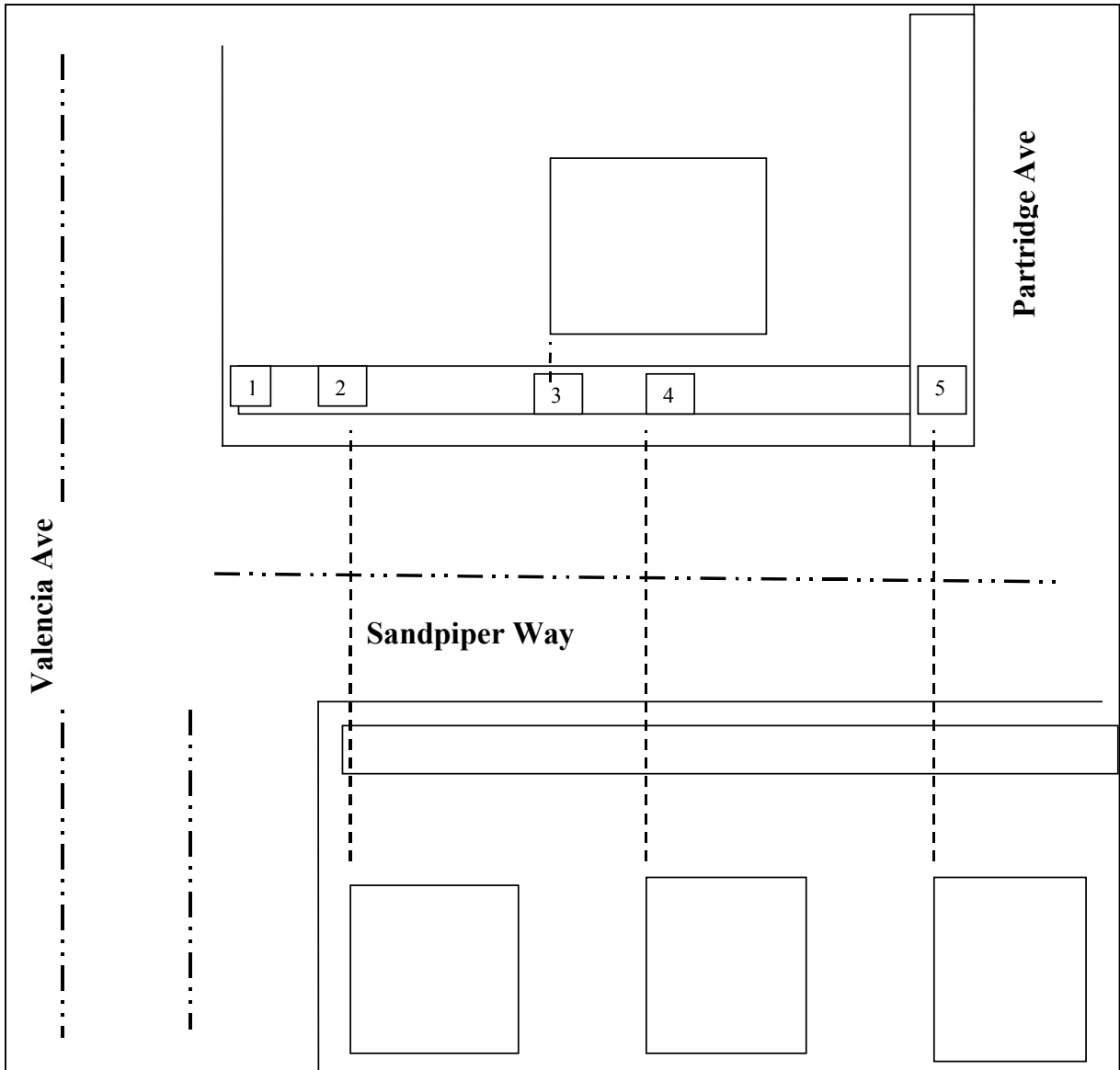


Table 3-3 Sandpiper Vibration Measurement Results

Measurement Location	Distance from Centerline, ft	RMS Velocity Level, VdB	Noise Level, dBA	PPV, in/sec
1	50	79	N/A	0.036
2	80	79	39	0.036
3	120	71	31	0.014
4	150	69	29	0.011
5	200	64	24	0.006

Figure 3-8

Summary - Sandpiper

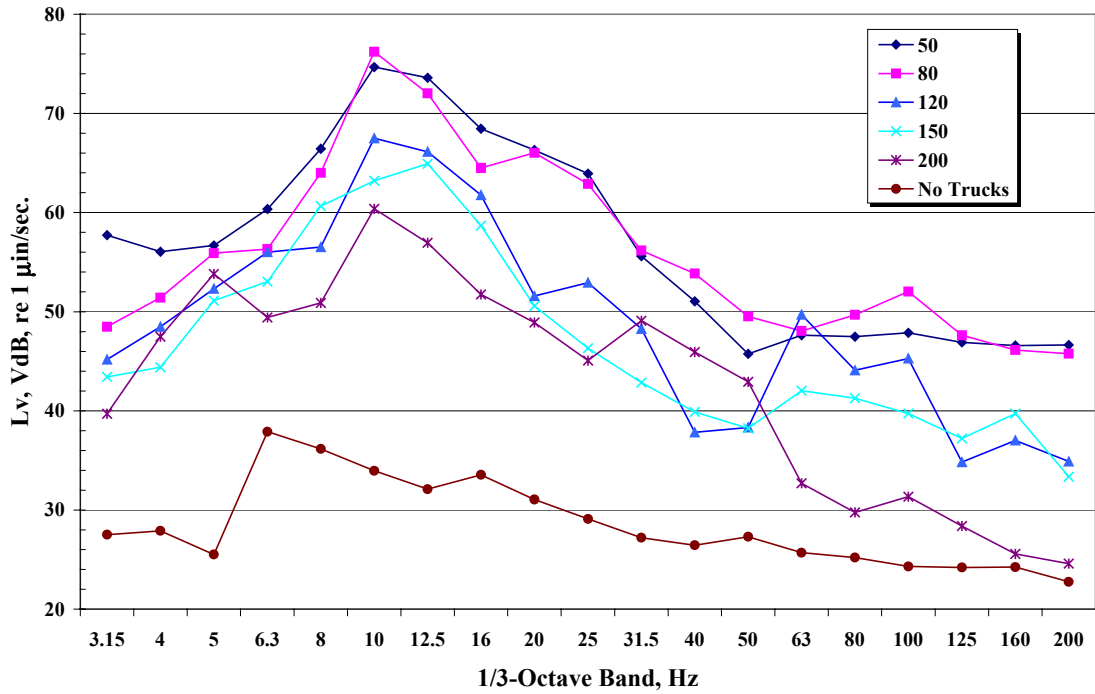
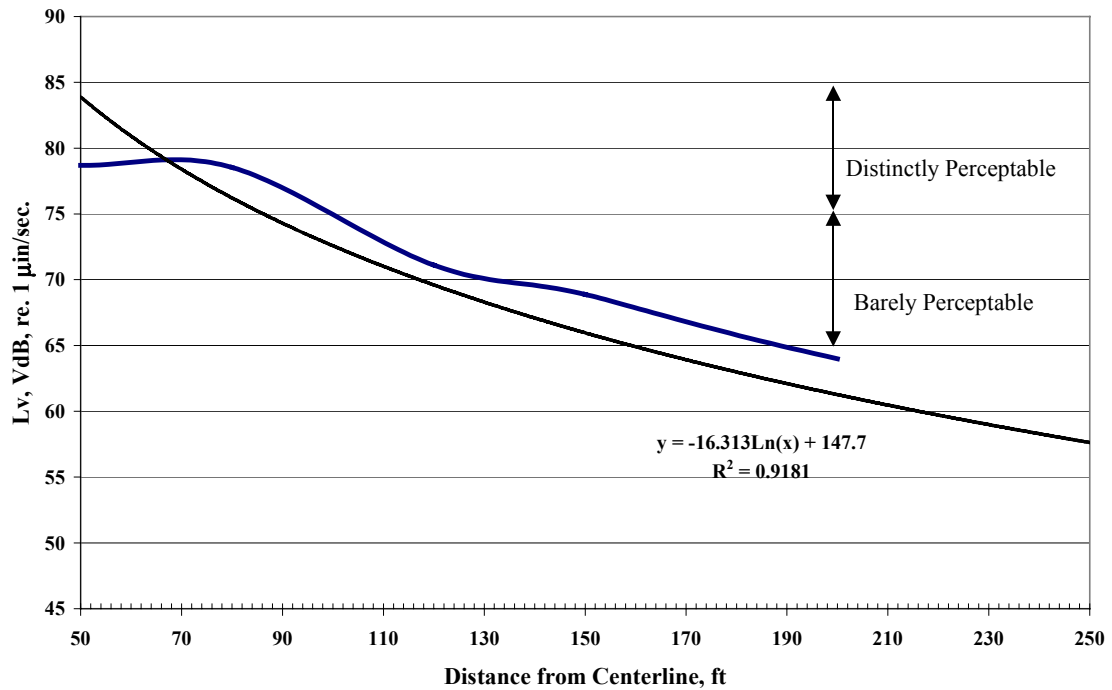


Figure 3-9

RMS Velocity Level vs Distance - Sandpiper



3.4 SANTA FE ROAD RESULTS

Vibration measurements were made between 1:00 p.m. and 2:35 p.m. at five locations along Santa Fe Rd as shown in Figure 3-10. The vibration measurements were made along the northern edge of the sidewalk on the north side of Sandpiper Way. Measurement locations 2, 3, 4 and 5 correspond with western edge of houses on either side of Santa Fe Rd. The traffic light at this intersection was observed to be on a 1-minute cycle. Consequently, many trucks on Valencia Way were traveling at a low rate of speed because many are either stopped by the stoplight or they were slowed down in anticipation of the light change. We observed approximately 1 to 9 heavy trucks per minute that were either on the way to the landfill or returning from the landfill. There is also about 2 to 5 vehicles per minute traveling on Santa Fe Rd that may have contributed to the vibration levels observed.

Figure 3-10 Santa Fe Rd Measurement Locations

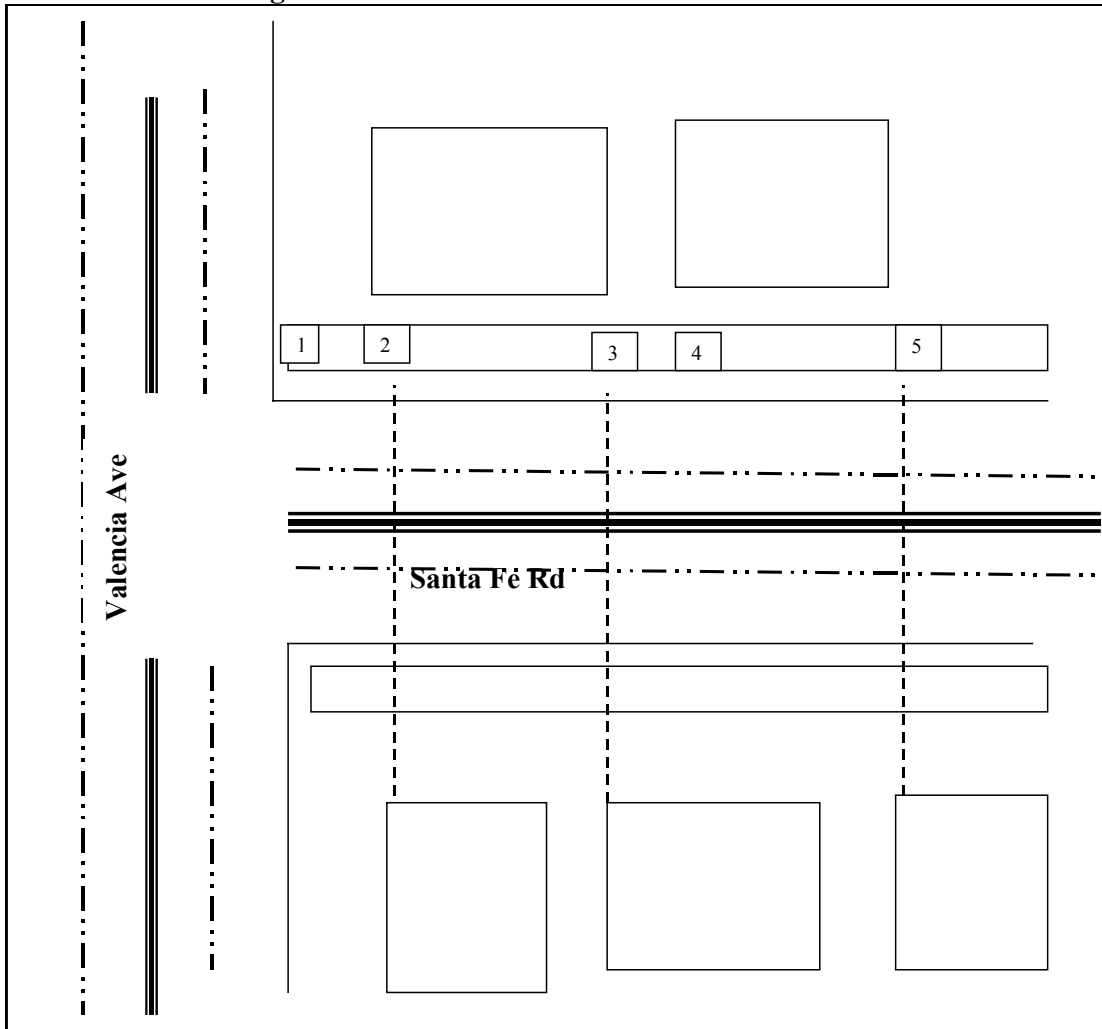


Figure 3-11 presents the maximum measured truck vibration spectra at the five distances and the spectra when there were no trucks and Table 3-4 summarizes the measurement locations and results. Since the vibration spectra peak was near or below 30 Hz and ground-borne noise levels reported are 40 dB below maximum vibration levels. Since the vibration transducers

were within 10 ft of the curb along Santa Fe Rd, the traffic on this street may have contributed to the measured levels at the further distances.

Figure 3-11

Summary - Santa Fe

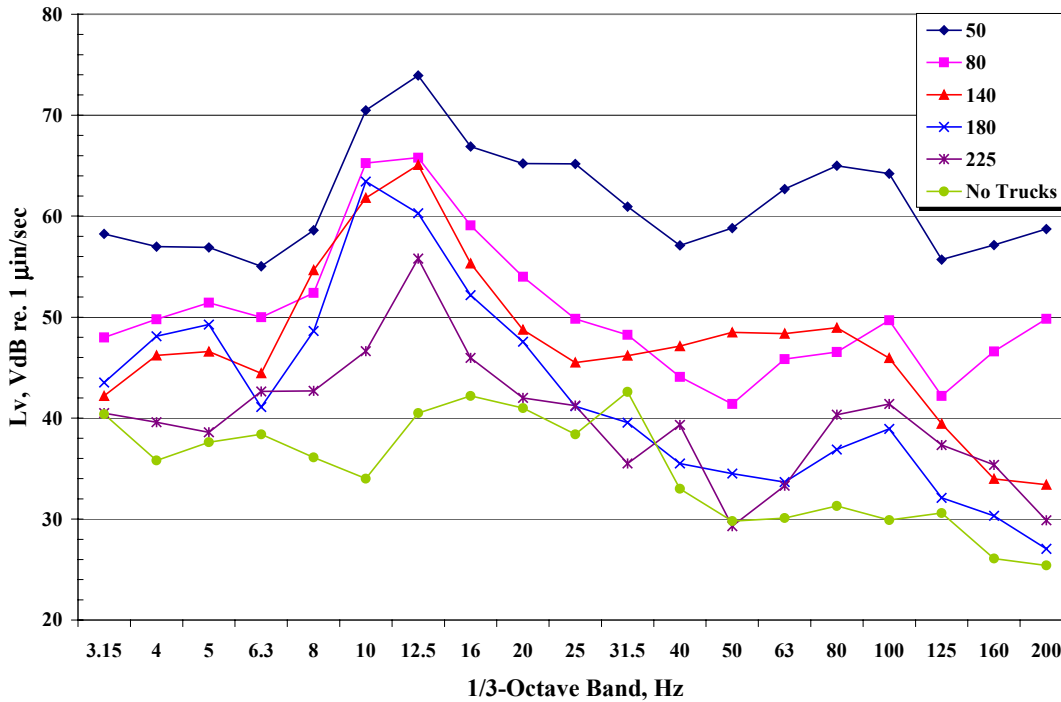


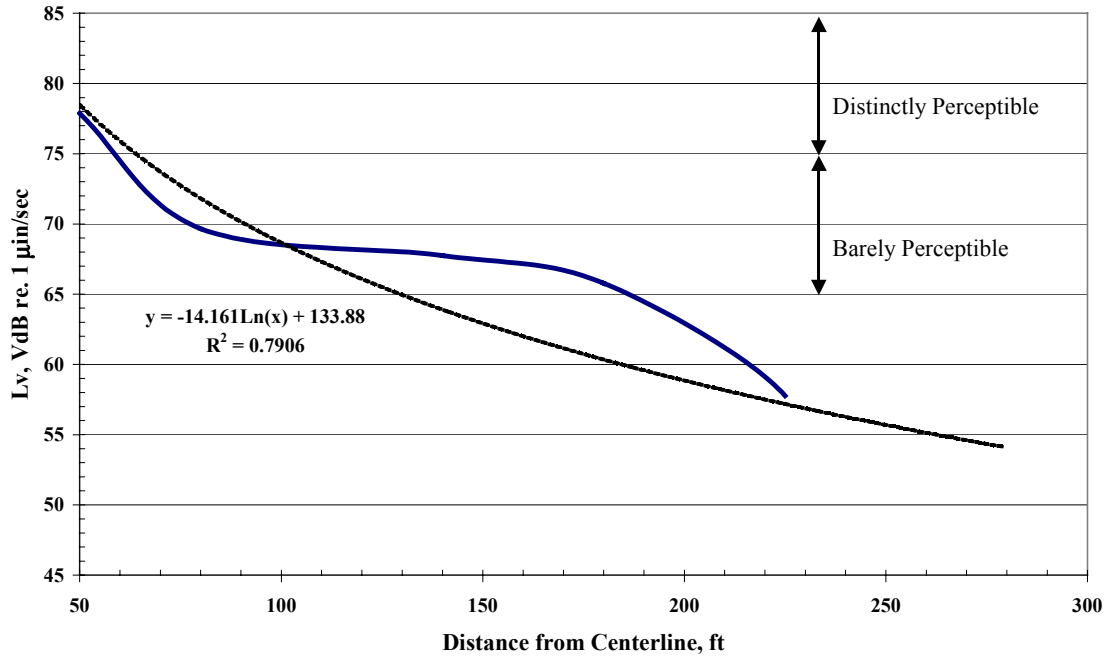
Table 3-4 Santa Fe Vibration Measurement Results

Measurement Location	Distance from Centerline, ft	RMS Velocity Level, VdB	Noise Level, dBA	PPV, in/sec
1	50	78	N/A	0.032
2	80	70	30	0.013
3	140	68	28	0.010
4	180	66	26	0.008
5	225	56	16	0.003

Vibration levels were in the “Barely Perceptible” range for the residences closest to Valencia Ave. Vibrations are unlikely to cause architectural damage of any type. Figure 3-12 presents the observed vibration propagation with distance relationship. The “Distinctly Perceptible” range extends to within approximately 60 ft of the street centerline. The “Barely Perceptible” range extends to within approximately 185 ft of the street centerline.

Figure 3-12

RMS Velocity Level vs Distance - Santa Fe



CLARIFICATIONS AND REVISIONS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

This Section consists of clarifications and revisions to the RELOOC Strategic Plan – Olinda Alpha Landfill Implementation Draft Environmental Impact Report (DEIR) that have resulted from responses to comments received from agencies and the public on the DEIR. The DEIR was released for a 45-day public review period (June 17, 2004 through August 2, 2004). Those parts of text that are underlined/crossed out indicate revisions by reference to the text of the DEIR.

SECTION 4.0 – PROJECT DESCRIPTION

4.5.5 WASTE COMPOSITION

The following discussion replaces the second paragraph on page 4-21 of the DEIR by reference to clarify waste composition and load checking at Olinda Alpha Landfill.

“The IWMD hazardous waste screening program includes monitoring refuse loads for hazardous wastes by an inspector as each load is unloaded at the working face. The site’s load check program also involves the random selection of commercial refuse vehicles at the scale house, which are then directed to a designated area for waste load inspection at a rate of one random check per one thousand tons of waste received. This load check program involves spreading refuse from the load out in the designated area and visually inspecting for hazardous materials. Haulers may be subject to load checks if their loads are considered suspicious, from other service areas, or not typically used for municipal solid waste. Moreover, load checks are conducted on loads transported by previous offenders. A minimum of one designated landfill employee properly trained in the recognition, handling, and management of hazardous waste (designated landfill employee) will perform the load checks. Vehicles identified as carrying prohibited wastes (i.e., hazardous materials, liquid wastes and other non Class III wastes) are rejected. Hazardous wastes that are segregated from the wastes through the load check program or are found at the working face are placed in a temporary hazardous storage area. This area is specifically designed for hazardous material storage with secondary containment to provide a safe, convenient location for storing wastes discovered through the hazardous waste screening programs. On-site haul roads are provided to access this area. Waste oils and lubricants generated by on-site equipment maintenance activities are stored in the equipment maintenance area. These waste oils as well as other unacceptable wastes are stored on-site for a maximum of 90 days. These wastes may be removed earlier if a sufficient quantity has been collected to make a hazardous waste pick-up cost effective. In no instance are hazardous wastes stored on-site for more than 90 days.”

SECTION 5.5 – TRANSPORTATION AND CIRCULATION

5.5.4.5 Other Traffic Issues

The following discussion replaces the fourth paragraph on page 5.5-27 of the DEIR by reference to clarify traffic control.

“The large majority of school children are driven to school by parents or are brought on school buses which must be made available (although at a cost) for students more than 1.5 miles from school. It appears that the potential for conflict between school children and vehicles on Valencia Avenue is small. Further, the basic ability to provide appropriate safety for students is under control of Caltrans in cooperation with the City, working through ~~its~~ the Traffic Committee ~~Commission~~ and Traffic Engineer. School crossing guards (one potential safety measure) at the two signalized intersections on Valencia Avenue at Lambert Road and Birch streets are a decision which would be assessed by Caltrans in cooperation with the Traffic ~~Committee Commission~~, Traffic Engineer and City Police Department in consideration of need and available funding. It should be noted that 88 percent of the daily traffic on Valencia Avenue near the proposed sports park is not landfill related traffic, but other traffic using this segment of Valencia Avenue. Other potential safety measures such as prohibiting parking along Valencia Avenue to enhance visibility and minimize conflicts between parked vehicles and on street traffic, and measures to limit mid-block pedestrian crossings along Valencia Avenue could also occur at the discretion of Caltrans in cooperation with the City.”

The following discussion replaces the complete full paragraph on page 5.5-28 of the DEIR by reference to clarify traffic control.

“The establishment of, signing for and enforcement of speed limits are the responsibility of Caltrans in cooperation with the City of Brea. Therefore, Caltrans ~~the City~~ has the ability to adjust speed limits so long as the appropriate traffic and engineering surveys are conducted to post other than prima facie limits. It would be ~~the Caltrans’ City’s~~ prerogative to review the current speed limits on roads in the vicinity of the landfill, particularly the signing along Imperial Highway between SR 57 and Valencia Avenue to assure speed limits are adequately presented.”

The following discussion replaces the second complete paragraph on page 5.5-28 of the DEIR by reference to clarify traffic control.

“During the conduct of the traffic study for the landfill expansion, it was observed that traffic in the eastbound left turn lanes at Imperial Highway and Valencia Avenue often backed into the through lanes or the through traffic backs up and prevents vehicles wishing to turn left from accessing the left turn lanes. The current left turn lanes are 200 feet long with a 100 foot transition. It appears these lanes could be extended west by removing parts of the existing raised median. Two small trees in the median may need to be relocated. It would be the responsibility of Caltrans in cooperation with the City of Brea to evaluate this intersection and determine the need for this type of improvements.”

SECTION 5.6 – AIR QUALITY

5.6.4.1 Short Term Impacts

The following discussion replaces the second paragraph on page 5.6-18 of the DEIR by reference to clarify pollutants after implementation of standard dust suppression measures.

As shown in Table 5.6-6, peak-day construction emissions under the proposed expansion project would be below the SCAQMD daily thresholds for all criteria pollutants after implementation of standard dust suppression measures except for emissions related to PM10.

SECTION 5.8 – AESTHETICS

On pages 5.8-5, 5.8-8 and 5.8-9 in the DEIR, the existing conditions photographs and visual simulations in the aesthetic section in the DEIR were enlarged to allow the viewer to more clearly see the elements of the views. One photograph or view simulation is provided per page. These larger images are attached as Attachment A of this clarifications document.

SECTION 5.10 – HAZARDS

5.10.2.1 Potential Accidental Release of Hazardous Materials

The following discussion replaces the last paragraph on page 5.10-3 of the DEIR by reference to clarify additional monitoring probes.

“Pursuant to 27 CCR Sections 20919 and 20919.5, existing LFG recovery systems will be extended into the landfill expansion areas as refuse is added to the landfill’s expansion area and monitoring of LFG perimeter probes will continue as waste is added to the landfill. It is anticipated that perimeter probes may ~~will~~ be moved or added to the eastern edge of the 33-acre expansion area. Because the current landfill operations produce TOC below limits defined by the SCAQMD in Rule 1150.1(e), because the expansion area is on the eastern edge and in the middle of the landfill property away from the Olinda Ranch PC, because additional LFG recovery systems will be added to the expansion area and additional monitoring probes may ~~will~~ be placed at the perimeter to comply with 27 CCR Sections 20919 and 20919.5 and SCAQMD requirements, and because it is not anticipated that the proposed project will cause TOC to exceed SCAQMD limits due to controls that will be in place during operation of the expansion area, potential impacts due to accidental release of LFG or lateral migration of LFG will be less than significant. For additional information regarding LFG and the potential for it to be released into the atmosphere, refer to Section 5.6 (Air Quality) of this EIR.”

SECTION 5.11 – PUBLIC SERVICES

There was a printing error in the DEIR and some copies may not have included Figure 5.11-2 on page 5.11-6. A copy of that figure is provided in Attachment B of this clarifications document.

SECTION 6.0 – ALTERNATIVES TO THE PROPOSED PROJECT

6.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The following table replaces Table 6-1 on page 6-22 in the DEIR by reference to clarify the comparison of environmental impacts.

**TABLE 6-1
COMPARISON OF THE ENVIRONMENTAL IMPACTS OF ALL PROJECT
ALTERNATIVES**

Environmental Parameter	Proposed Project	No Project Alternative	Alternative 2	Alternative 3
Land Use and Planning	2	2	2	2
Geology and Soils	2	1	1	1
Hydrogeology and Water Quality	2	1	1	1
Surface Water Hydrology	2	1	1	1
Transportation and Circulation	2	2/3	2/3	2/3
Air Quality	3 2	2/3	2/3	2/3
Noise	2	2/3	2/3	2/3
Aesthetics	1	1	1	1
Cultural and Scientific Resources	2	2	2	2
Hazards	2	2	2	2
Public Services	1	1	1	1
Biological Resources	2	1	1	1

Legend

1. Insignificant or no impact.
2. Impact that can be mitigated to a level of insignificance.
3. Impact that can not be mitigated to a level of insignificance.

6.7 ABILITY OF THE ALTERNATIVE TO MEET THE PROJECT OBJECTIVES

The following table replaces Table 6-2 on page 6-23 of the DEIR by reference to clarify the ability of the alternatives to meet certain objectives.

TABLE 6-2
ABILITY OF THE ALTERNATIVES TO MEET THE PROJECT OBJECTIVES

PROJECT OBJECTIVES	Proposed Project	No Project Alternative	Alternative 2	Alternative 3
	Does the Alternative meet the Project Objective?			
Define future waste disposal system by 2004 to provide a basis for renegotiation of WDAs with Orange County cities, franchised haulers and Districts.	Yes	No	Yes	Yes
Ensure that the County's near term waste disposal needs are met.	Yes	No	Yes	Yes
Maximize capacity of the existing Olinda Alpha Landfill.	Yes	No	No	No
Maintain adequate revenue and local control of waste disposal to provide consistent and reliable public rates and fees.	Yes	No	<u>Yes/No</u>	<u>Yes/No</u>
Maintain efficient, cost effective and high quality IWMD operations.	Yes	No	Yes	Yes
Minimize adverse environmental impacts associated with MSW disposal.	Yes	No	Yes	Yes

Source: P&D Consultants, Inc. (2004).

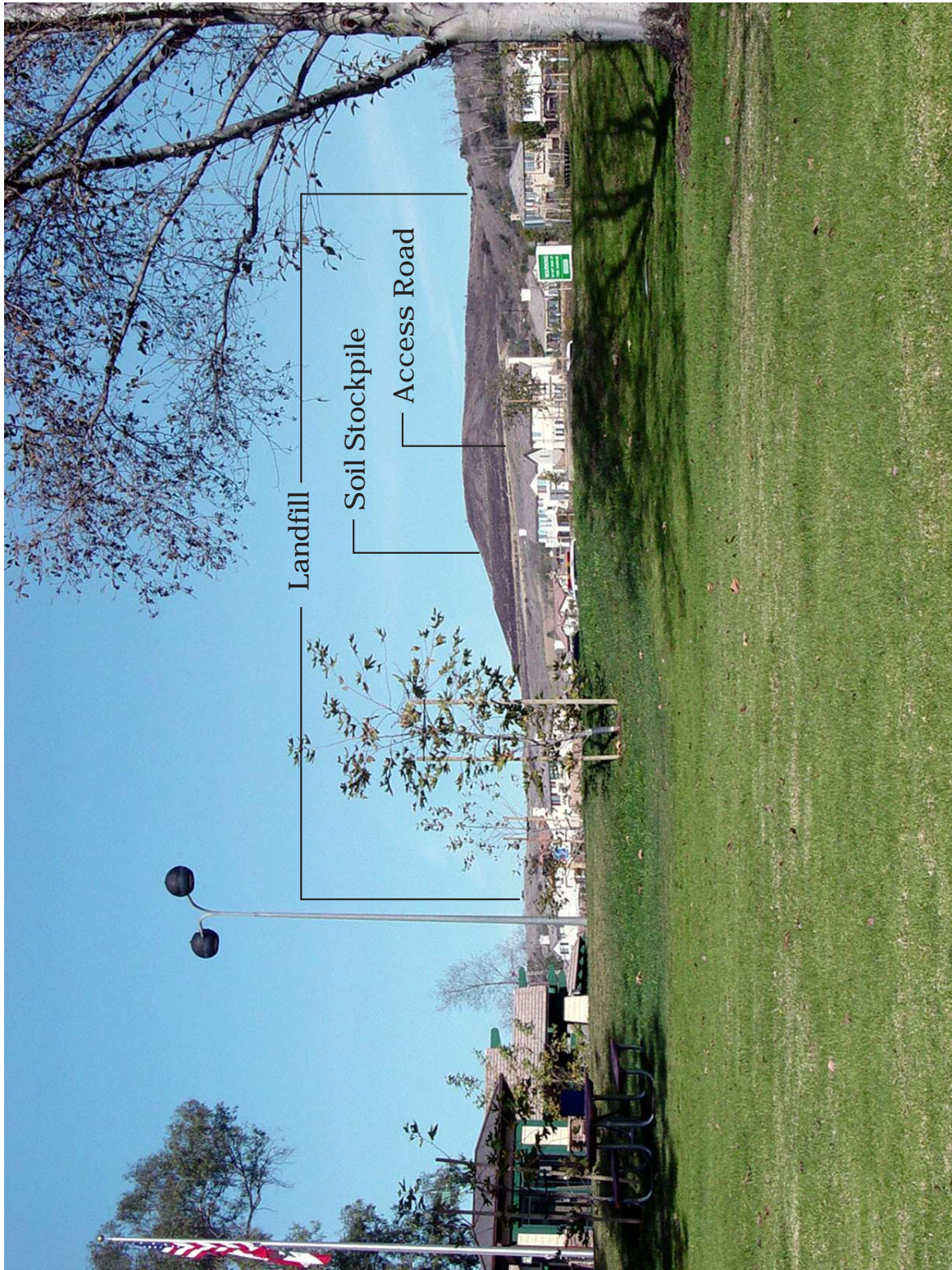
ATTACHMENT A



View 1. From north of Carbon Canyon Road looking north toward the Landfill.

Source: P&D Consultants, Inc. (2004).



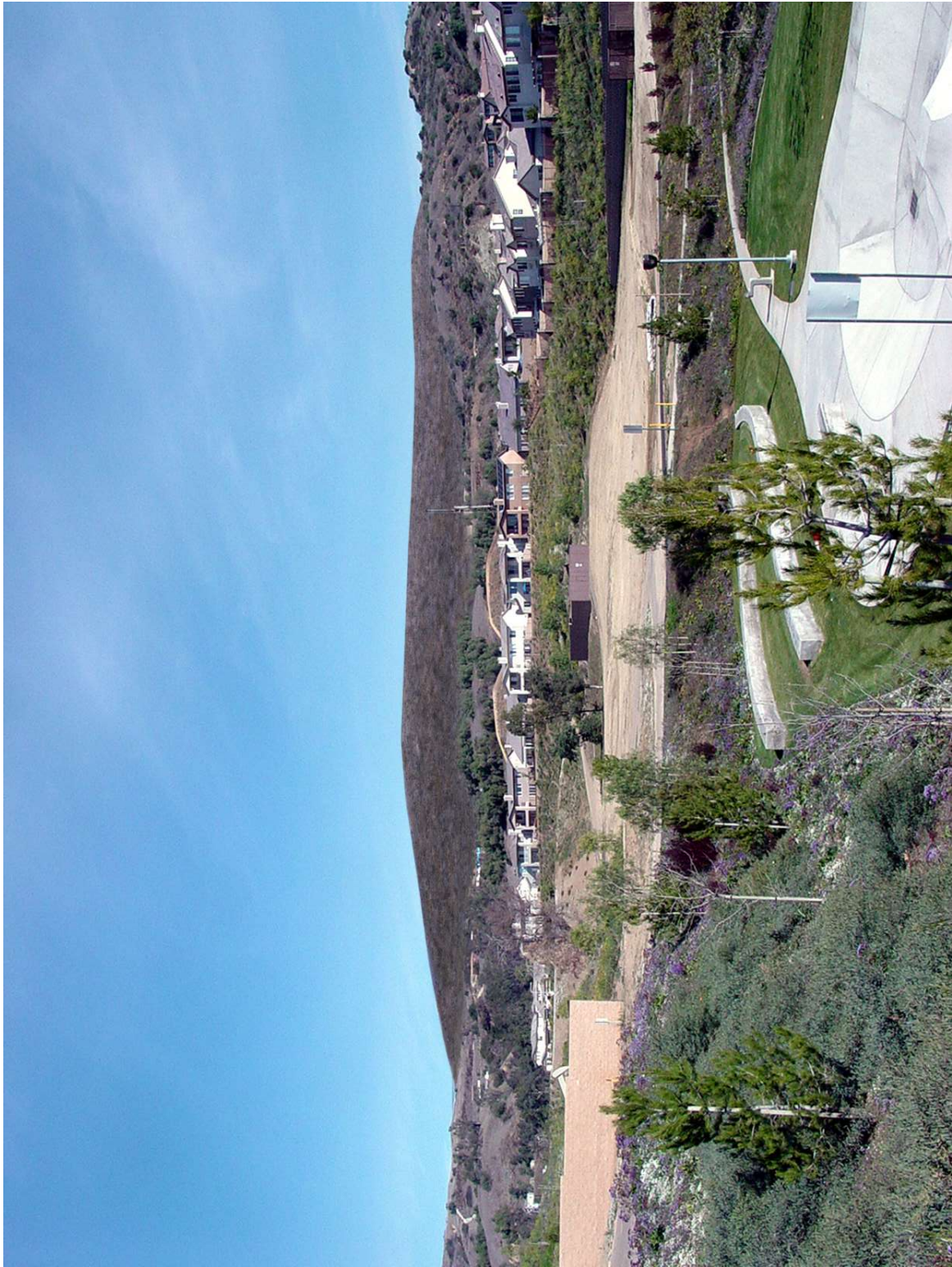


View 2. From Carbon Canyon Regional Park looking northwest toward the Landfill.

Source: P&D Consultants, Inc. (2004).

Page 2 of 2 **Figure 5.8-3**
Existing Views





Visual Simulation 1A - Permitted (1300 foot) Landfill from north of Carbon Canyon Road looking north.

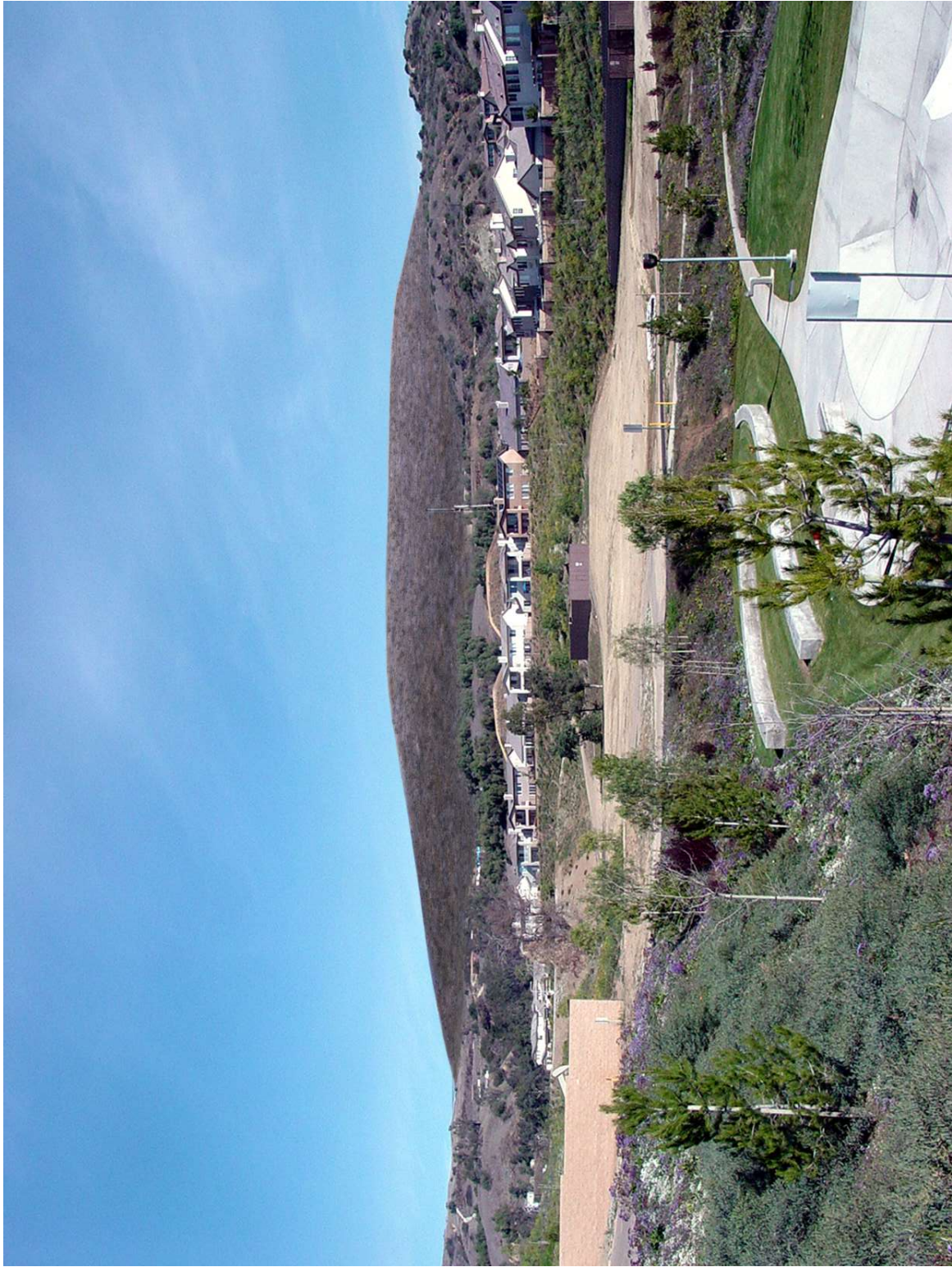
Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 1 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants

RELOOC Strategic Plan - Olinda Alpha Landfill Implementation



Visual Simulation 1B - Proposed (1415 foot) Landfill from north of Carbon Canyon Road looking north.

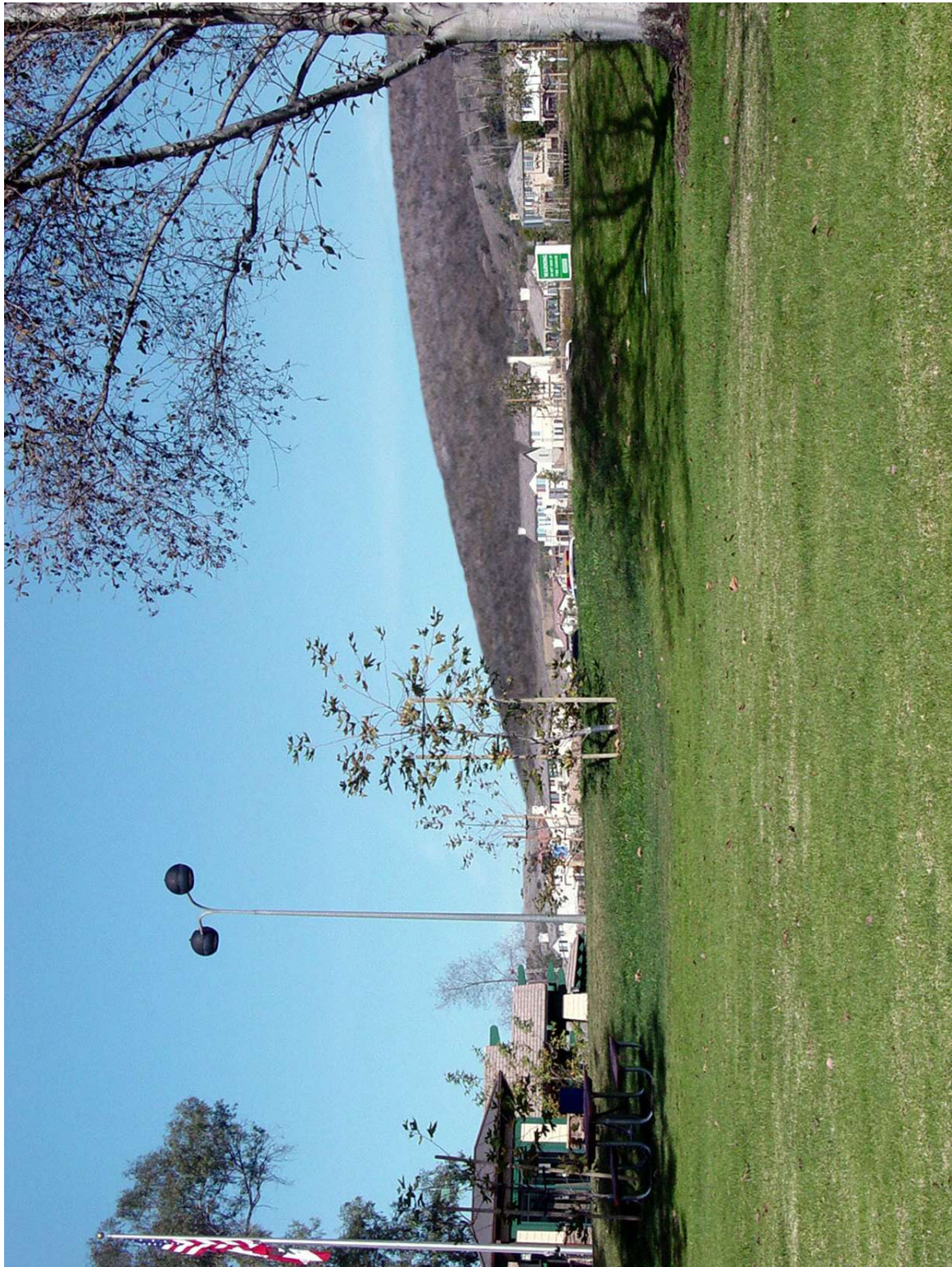
Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 2 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants

RELOOC Strategic Plan - Olinda Alpha Landfill Implementation



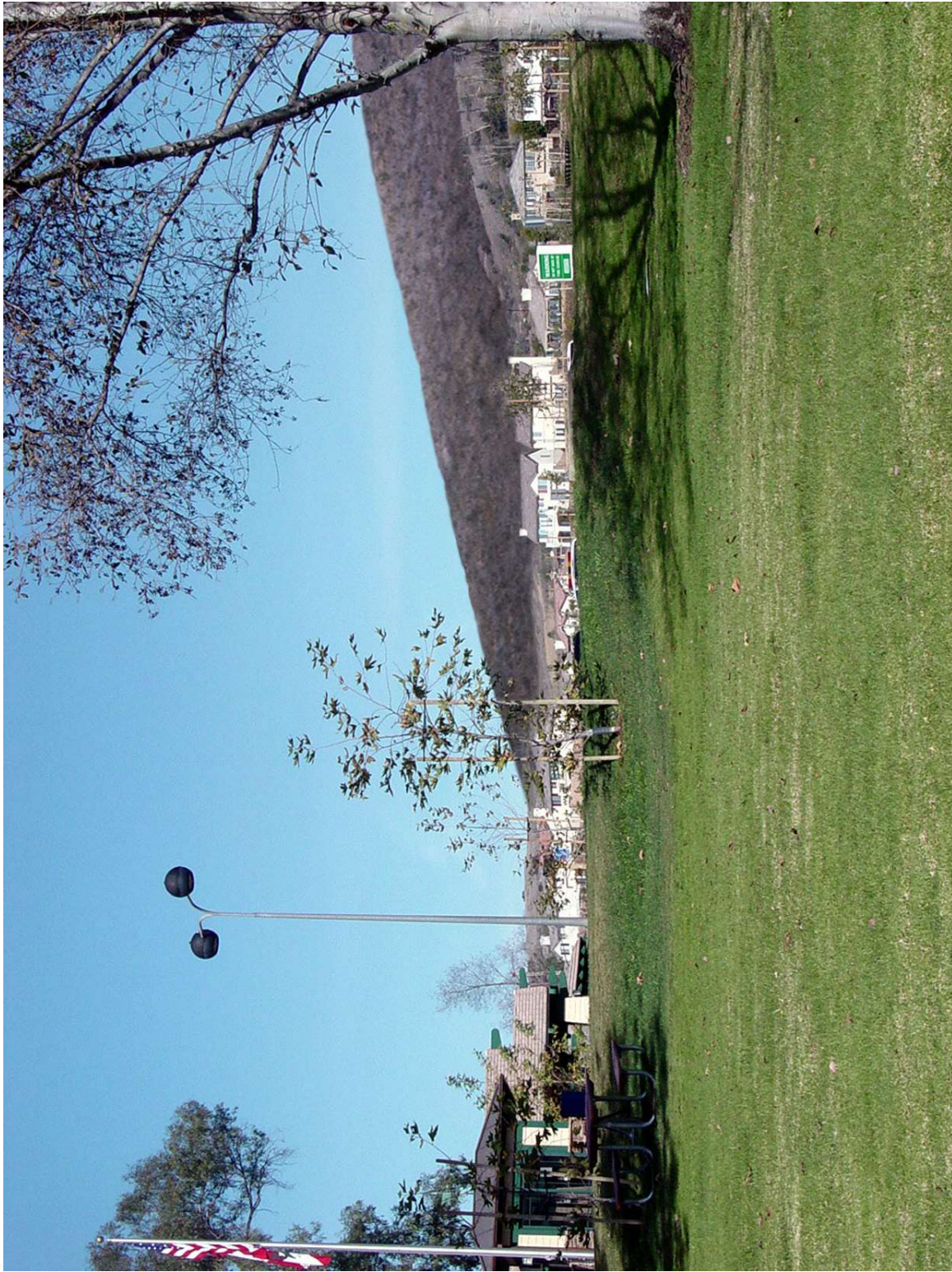
Visual Simulation 2A - Permitted (1300 foot) Landfill from Carbon Canyon Regional Park looking northwest.

Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 3 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants



Visual Simulation 2B - Proposed (1415 foot) Landfill from Carbon Canyon Regional Park looking northwest.

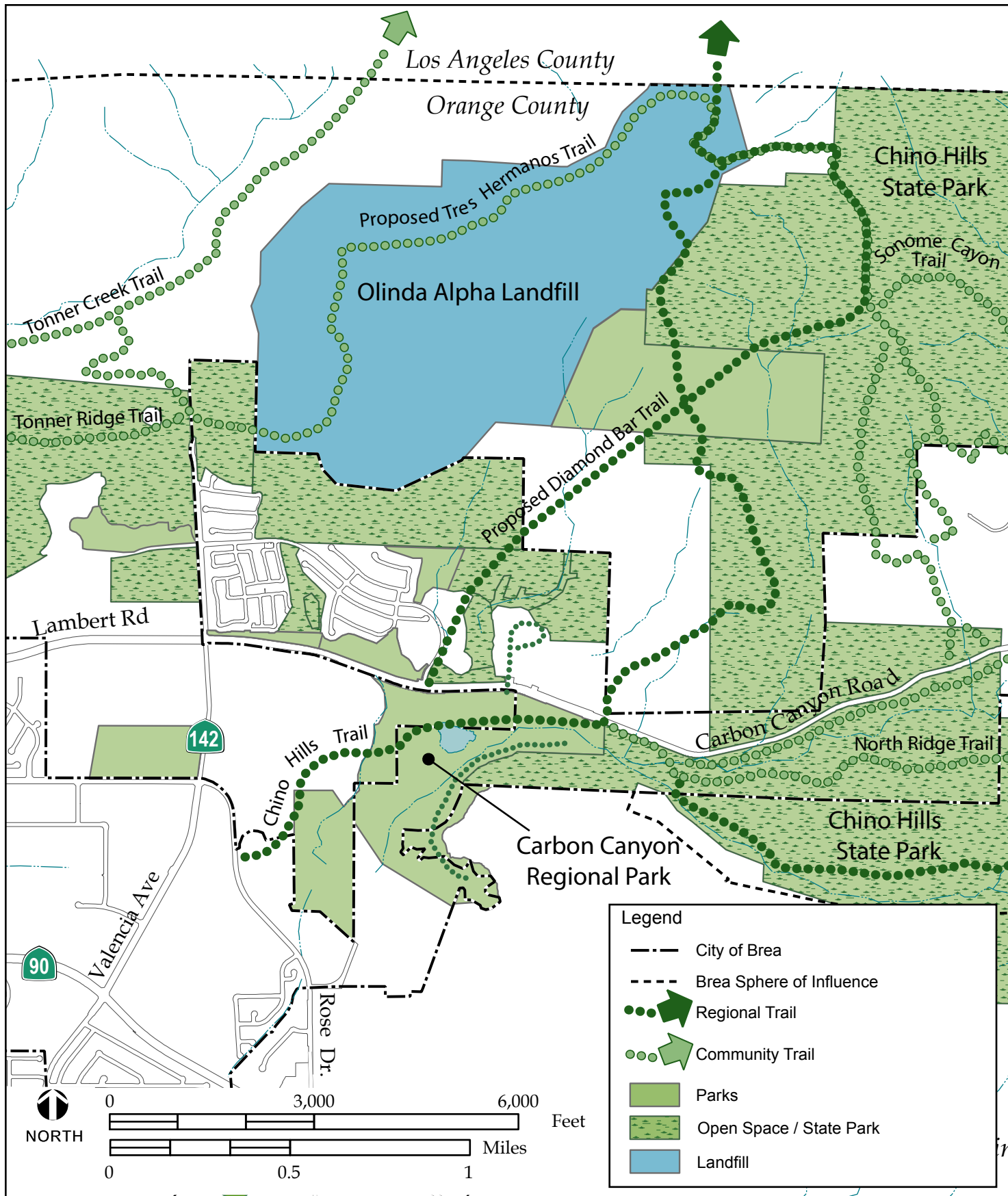
Source: Bryan A. Stirrat & Associates / P&D Consultants, Inc. (2004).

Page 4 of 4 **Figure 5.8-4**
Visual Simulations



P&D Consultants

ATTACHMENT B



Source: City of Brea General Plan (2003), County of Orange General Plan (2000) and P&D Consultants, Inc. (2004).

Figure 5.11-2

Riding and Hiking Trails in the Vicinity of the Olinda Alpha Landfill

