



To:	Damon Mamalakis	From:	Maria Morris and Daryl Zerfass
	Armbruster Goldsmith & Delve LLP		Stantec
Project/File:	2042648800	Date:	August 9, 2024

This memorandum summarizes evacuation time estimates based on various wildland fire evacuation scenarios for the Northlake Specific Plan Development (Project). The Project is located east of the Interstate 5 (I-5) freeway and north of Lake Hughes Road in unincorporated Los Angeles County. The Project location is illustrated in **Figure 1**.

Firesafe Planning Solutions prepared a Wildland Fire Risk Report¹ for the Project. The Wildland Fire Risk Report provides an assessment of wildland fire risks to assess wildland fire intensity approaching the Project site. Information from the Wildland Fire Risk Report, such as time estimates for when a simulated wildland fire would reach certain locations within the Project site, was used to estimate the approximate time needed to evacuate the Project site under various wildland fire scenarios.

Assumptions

The following assumptions related to land use, vehicles/traffic volumes, roadway network, on-site evacuation routes, and Wildland Risk Report Alternatives, were used to estimate evacuation times.

The focus of this analysis is on Ridge Route Road within the Specific Plan area and south to Lake Hughes Road where Ridge Route Road enters the existing Castaic community. Conditions on Lake Hughes Road and on Ridge Route Road south of Lake Hughes Road can affect the overall capacity of vehicles passing through the Ridge Route Road/Lake Hughes Road intersection, For this analysis of the Specific Plan area, it is assumed that these downstream conditions are being actively managed by County emergency management personnel and that sufficient capacity is available to receive and/or stage the evacuating residents.

Land use

Evacuation times are estimated for three land use scenarios:

- Previously Approved Project
- Creek Avoidance Alternative (CAA)
- Partial Creek Avoidance Alternative (PCAA)

The analysis is based on a worst-case scenario in which all residents of dwelling units under evacuation are assumed to be at home and would attempt to evacuate using all available vehicles for each household. The

¹ Wildland Fire Risk Report Northlake Project, Firesafe Planning Solutions, April 2023.

analysis also considers the existing residential neighborhoods just south of the Project (i.e., Northlake Hills and Wildwood), which also rely on Ridge Route Road for evacuation.

Table 1 summarizes the total residential units that would be constructed with each alternative. The number of dwelling units that would evacuate under a fire varies by scenario and is discussed later in this report.

Table 1 Northlake Specific Plan Residential Units by Alternative

	Previously Approved Project	CAA	PCAA						
Residential	3,150 DU (including 321 affordable housing units)	1,815 DU (including 165 affordable housing units)	3,150 DU (including 315 affordable housing units and 6 live- work market rate units)						
DU = dwelling units; CAA = Creek Avoidance Alternative, PCAA = Partial Creek Avoidance Alternative									

Vehicles/Traffic Volume

The number of residential units and the average vehicle ownership per household in the Castaic community was used to estimate the potential number of Northlake vehicles that would need to be evacuated during a wildland fire event. According to the 2021 American Community Survey (shown in **Table 2**), approximately 42% of Castaic households own two vehicles, 20% own 3 vehicles, and 18% own 4 or more vehicles. In total, households in the Castaic community own an average of 2.34 vehicles per household.

Table 2 Vehicles Per Household in Castaic Community – American Community Survey

Number of Vehicles Available in Household	Households	% of Total
0	148	3%
1	953	17%
2	2,401	42%
3	1,144	20%
4+	1,010	18%
Total households in Castaic	5,656	100%
Total with 2 or more	4,555	80%
Weighted average per household	2.34	
Source: 2021 American Community Survey		

The Appendix B of the Wildland Fire Risk Report illustrates fire behavior modeling under 30 scenarios. With each scenario, the number of people at risk determines the number of dwelling units that would be a priority to evacuate (hereby referred to as priority area), which is estimated based on the area of impact as determined in the Wildland Fire Risk Report and is summarized in **Table 3**. The priority area is shown as a dark gray shaded area in the Wildland Fire Risk Report illustrations. In some instances, the entire Project area is in the priority area. The boundaries of the shaded area in the Wildland Fire Risk Report illustrations were overlayed on the Project's tract maps and the number of dwelling units within the dark gray shaded area was estimated. After the priority area has evacuated, the remainder of the Project area would

evacuate. **Table 4** summarizes the number of vehicles evacuating, which is based on a worst-case assumption of residents using all available vehicles to evacuate.

Scenario		Previously Approved Project	CAA	PCAA
1	Route Fire Sim	1,108	651	927
2	SSWat40Spot	1,286	483	1,370
3	SSWat40Line	1,383	1,134	1,485
4	Sat40Line	0	0	0
5	FreewaySpotsat40	822	910	1,132
6	LakeSpotsat40	898	1,650	1,056
7	Neat70Line	570	826	0
8	NNEat70Line	842	767	963
9	Nat70Line	1,687	940	1,702
10	Templin Trigger	3,150	1,815	3,150

Table 3 Estimated Number of Evacuating Dwelling Units in the Priority Area per Alternative

Table 4 Estimated Number of Evacuating Vehicles from the Priority Area per Alternative

S	cenario	Previously Approved Project	CAA	РСАА
1	Route Fire Sim	2,593	1,524	2,169
2	SSWat40Spot	3,009	1,129	3,206
3	SSWat40Line	3,236	2,653	3,475
4	Sat40Line	0	0	0
5	FreewaySpotsat40	1,924	2,129	2,649
6	LakeSpotsat40	2,101	3,861	2,471
7	NEat70Line	1,334	1,932	0
8	NNEat70Line	1,970	1,795	2,253
9	Nat70Line	3,948	2,198	3,983
10	Templin Trigger	7,371	4,247	7,371
Dwe	elling Units x average v	ehicles per household	(2.34) = total vehicles	6

Roadway Network

An illustration of the on-site roadway network for the Previously Approved Project, CAA, and PCAA is shown in **Figure 2**. **Table 5** provides a description of the main on-site roadways that would be used during a wildland fire evacuation and the roadways' capacities. **Figure 3** illustrates the Approved Project's on-site roadway classifications for reference.

Table 5 Roadway Network and Roadway Capacity Summary

Name	Roadway	Classification/Number of Lanes ¹	Capacity per Direction (Free Flow Conditions ²)	Capacity per Direction (Congested Conditions ³)
Ridge Route Point 0	Existing Ridge Route Road from north of Northlake Boulevard to northerly project limits	Secondary Highway 2-lanes (1 in each direction)	VPHPL = 1,600 Total VPH = 1,600	VPHPL = 500 Total VPH = 500
Ridge Route Point 1	OuteRidge Route Road between Northlake Boulevard and "B" StreetSecondary Highway 4-lanes (2 in each direction)		VPHPL = 1,600 Total VPH = 3,200	VPHPL = 500 Total VPH = 1,000
Ridge Route Point 2Ridge Route Road between "B" Street and existing school siteSecondary Highway 4-lanes (2 in each direction)		VPHPL = 1,600 Total VPH = 3,200	VPHPL = 500 Total VPH = 1,000	
Ridge Route Point 3	Ridge Route Point 3 Existing Ridge Route Road between existing school site to Pine Crest Place		VPHPL = 1,600 Total VPH = 3,200	VPHPL = 500 Total VPH = 1,000
Ridge Route Point 4	Ridge Route Existing Ridge Route Security Ridge Route Road between Pine 4-la Point 4 Crest Place to Castaic 4-la		VPHPL = 1,600 Total VPH = 3,200	VPHPL = 500 Total VPH = 1,000
Evacuation Point 1	"B" Street	Local Collector 2-lanes (1 in each direction)	VPHPL = 1,600 Total VPH = 1,600	VPHPL = 500 Total VPH = 500
Evacuation Point 2	Northlake Boulevard	Modified Industrial Collector 4-lanes (2 in each direction)	VPHPL = 1,600 Total VPH = 3,200	VPHPL = 500 Total VPH = 1,000
Evacuation Point 3	"A" Street	Local Collector 2-lanes (1 in each direction)	VPHPL = 1,600 Total VPH = 1,600	VPHPL = 500 Total VPH = 500

VPHPL = vehicles per hour per lane; VPH = vehicles per hour

¹ Northlake Design Guidebook, April 2018.

² The County of Los Angeles typically uses a VPHPL of 1,600 in ideal conditions.

³ 500 VPHPL under congested conditions would equate to vehicles travelling at 2-3 miles per hour on average.

As shown in **Table 5**, a conservative roadway capacity estimate of 500 vehicles per hour per lane (VPHPL) is used in this analysis to represent extreme congested conditions under a worst-case evacuation scenario. 500 VPHPL is based on the following parameters:

- 30-foot average headways
- average speeds between 2-3 miles per hour

On-Site Evacuation Routes

The Wildland Fire Risk Report identifies the following evacuation points within the on-site roadway network (see **Figure 4** for illustration):

- Evacuation Point 1: Ridge Route Road at B Street intersection.
- Evacuation Point 2: Ridge Route Road at Northlake Boulevard intersection.
- Evacuation Point 3: Existing Ridge Route Road at northernmost emergency access point/local collector road (since the specific location of this intersection varies between the Previously. Approved Specific Plan, CAA, and PCAA, the intersection is referred to as 3A, 3B, and 3C, respectively)

Traffic from the three evacuation points would proceed south along Ridge Route Road towards the Lake Hughes Road intersection. For a worst-case condition, this analysis assumes that no vehicles would be evacuated to the north towards Templin Highway.

Wildland Fire Risk Report Alternatives

The Wildland Fire Risk Report shows the expected path of fire scenarios across the landscape (wildland) and provides rough time limits for the arrival of the fire front at key locations surrounding the Project site. **Table 6** summarizes data from the Wildland Fire Risk Report for 30 unique scenarios showing the estimated allowable time limits for when locations are viable. The allowable time limit is based on the time an evacuation point closes (i.e., becomes impassable), and in some instances reopens, as shown in Appendix B of the Wildland Fire Risk Report. The allowable time limits are used to estimate how many vehicles can pass through various evacuation points and onto Ridge Route Road to exit the Project site. Detailed timetables are located in Appendix B of the Wildland Fire Risk Report and in the attached worksheets.

The Wildland Risk Report reports that Scenario 4 would not result in any impacts to the three evacuation points. All other scenarios would result in an unusable evacuation point within a certain amount of time.

Methodology

The estimated evacuation time is calculated based on factors including the population of the Project area, the average number of vehicles owned by each household, the relative location of households in relation to the roadway network, and the available roadway capacity. As described above, Appendix B of the Wildland Fire Risk Report illustrates fire behavior modeling for 30 scenarios and identifies priority areas required to evacuate under that particular scenario. The procedure used for calculating evacuation times is provided in the attached worksheets.

Table 6 Allowable Time Limits from Wildland Fire Risk Report

Scenario	Evac Pt 1	Evac Pt 2	Evac Pt 3A	Evac Pt 3B	Evac Pt 3C
1. Route Fire Sim	Prev. Approved Plan – <mark>No time constraints</mark> CAA – Closes in 90 min* (reopens after 60 min) PCAA – <mark>No time constraints</mark>	Prev. Approved Plan – 60 min (reopens after 30 min) CAA – 60 min (reopens after 30 min) PCAA – 60 min (reopens after 30 min)	Prev. Approved Plan – <mark>No</mark> time constraints CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 60 min* (remains closed) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – 60 min* (remains closed)
2. SSWat40Spot	Prev. Approved Plan – <mark>No time</mark> constraints CAA – No time constraints PCAA – No time constraints	Prev. Approved Plan – 60 min (reopens after 30 min) CAA – No time constraints No time constraints	Prev. Approved Plan – 60 min* (remains closed) CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 60 min* (remains closed) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – 60 min* (remains closed)
3. SSWat40Line	Prev. Approved Plan – <mark>No time</mark> constraints CAA – No time constraints PCAA – No time constraints	Prev. Approved Plan – <mark>No time</mark> constraints CAA – No time constraints PCAA – No time constraints	Prev. Approved Plan – 60 min* (remains closed) CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 60 min* (remains closed) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – 60 min* (remains closed) _
4. Sat40Line	Prev. Approved Plan – <mark>No time</mark> constraints CAA – No time constraints PCAA – No time constraints	Prev. Approved Plan – <mark>No time</mark> constraints CAA – No time constraints PCAA – No time constraints	Prev. Approved Plan – <mark>No</mark> time constraints CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – <u>No time constraints</u> PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – <mark>No time constraints</mark>
5. FreewaySpotsat 40	Prev. Approved Plan –30 min (reopens after 90 min) CAA – 30 min (reopens after 90 min) PCAA – 30 min (reopens after 90 min)	Prev. Approved Plan –30 min (reopens after 90 min) CAA – 30 min (reopens after 60 min) PCAA – 30 min (reopens after 90 min)	Prev. Approved Plan – 30 min* (reopens after 90 min) CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 30 min* (remains closed) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – 30 min* (reopens after 90 min)
6. LakeSpotsat40	Prev. Approved Plan –60 min* (reopens after 30 min) CAA – 60 min* (reopens after 30 min) PCAA – 60 min* (reopens after 30 min)	Prev. Approved Plan – <mark>No time constraints</mark> CAA – 90 min*(reopens after 30 min) PCAA – <mark>No time constraints</mark>	Prev. Approved Plan – <mark>No</mark> time constraints CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 120 min* (remains closed) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – <mark>No time constraints</mark>
7. NEat70Line	Prev. Approved Plan – <mark>No time</mark> constraints	Prev. Approved Plan – <mark>No time</mark> constraint <mark>s</mark>	Prev. Approved Plan – 0 min (closed for the first 4.75 hours of the fire)	Prev. Approved Plan – N/A CAA – 0 min (closed for the first 90 min of the fire)	Prev. Approved Plan – N/A CAA – N/A

	CAA – No time constraints PCAA – No time constraints	CAA – No time constraints PCAA – No time constraints	CAA — N/A PCAA — N/A	PCAA – N/A	PCAA – 0 min (remains closed for the entire duration of the fire)
8. NNEat70Line	Prev. Approved Plan – No time constraint for 4+ hours* (reopens after 30 min) CAA – No time constraint for 4+ hours* (reopens after 30 min) PCAA – No time constraint for 4+ hours* (reopens after 30 min)	Prev. Approved Plan – No time constraints CAA – 90 min (reopens after 30 min) PCAA – No time constraint for 4+ hours' (reopens after 30 min)	Prev. Approved Plan – 0 min* (closed for the first 4 hours of the fire) CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 0 min* (closed for the first 4 hours of the fire) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – 0 min* (remains closed for the entire duration of the fire)
9. Nat70Line	Prev. Approved Plan – No time constraint for 4+ hours* (reopens after 30 min) CAA – No time constraint for 4+ hours* (reopens after 30 min) PCAA – No time constraint for 4+ hours* (reopens after 30 min)	Prev. Approved Plan –60 min (reopens after 30 min) CAA – 60 min (reopens after 30 min) PCAA – 60 min (reopens after 30 min)	Prev. Approved Plan – 0 min* (remains closed for the entire duration of the fire) CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 0 min* (remains closed for the entire duration of the fire) PCAA – N/A	Prev. Approved Plan – N/A CAA – N/A PCAA – 0 min* (remains closed for the entire duration of the fire)
10. Templin Trigger	Prev. Approved Plan – No time constraint for 4+ hours* (reopens after 30 min) CAA – No time constraint for 4+ hours* (reopens after 30 min) PCAA – No time constraint for 4+ hours* (reopens after 30 min)	Prev. Approved Plan – No time constraints CAA – 60 min (reopens after 45 min) PCAA – 60 min (reopens after 45 min)	Prev. Approved Plan – 0 min (closed for the first 6 min of the fire) CAA – N/A PCAA – N/A	Prev. Approved Plan – N/A CAA – 0 min* (remains closed for the entire duration of the fire) PCAA – N/A	Prev. Approved Plan – N/A CAA – 0 min* (remains closed for the entire duration of the fire) PCAA – N/A

* Evac Point is not Limited at this point but the travel path for ingress/egress is Limited, such as closures on Ridge Route Road.

Green highlight indicates that the exit point will be viable for four hours or more before it is Limited by the fire. Time in Parentheses () is the time period for this the exit is limited.

N/A = not applicable

Source: Wildland Fire Risk Report for the NorthLake Project, 2023

With each alternative, Evacuation Point 1 would have one egress lane (500 vehicles per hour under congested conditions), Evacuation Point 2 would have two egress lanes (1,000 vehicles per hour under congested conditions), and Evacuation Point 3 would have one egress lane (500 vehicles per hour under congested conditions). The available capacity for each evacuation point is calculated in 15-minute intervals and an incremental assignment of Project vehicles is applied at each evacuation point until all vehicle demand has been satisfied. The total of the 15-minute intervals is the estimated evacuation time.

Regarding Ridge Route Road, the vehicle arrival rate at key points along Ridge Route Road is also calculated in 15-minute intervals. **Figure 4** shows the four key points on Ridge Route Road that a vehicle would need to pass through to exit the Project site. Ridge Route Point 1 is located just south of Northlake Boulevard and only vehicles from Evacuation Points 2 and 3 would pass through this point. Ridge Route Point 4 would have the greatest number of vehicles passing through as all vehicles from Evacuation Points 1, 2, and 3, as well as the existing Northlake Hills and Wildwood community would pass through this point.

Vehicles will utilize an evacuation point based on the location of the dwelling unit and the relative distance to the evacuation point. For example, units at the northern end of the Project would most likely use Evacuation Point 3, whereas the units located in the center of the Project would likely use Evacuation Points 1 or 2 to get to Ridge Route. Refinements to vehicle assignment consider the available roadway capacity for each scenario.

In certain scenarios, the Wildland Risk Fire Report indicates where certain evacuation points become unusable after a duration of time (i.e., 15 min, 30 min, 60 min, 90 min, 2 hours, etc.), and when the points reopen. In those instances, vehicles are rerouted to the next feasible evacuation point with available roadway capacity. For example, if the northerly Evacuation Point 3 is impassable after 60 minutes, all vehicles will reroute to use Evacuation Point 2. In general, when an evacuation point becomes impassable, the evacuation point would reopen once the fire passes that point.

There are instances where Ridge Route Road would be impassable and evacuation would close for a period. The Wildland Risk Fire Report describes that residents would "shelter in place" if necessary and the community with its built-in fire protection (defensible space, fuel modification, hardening of the structures, and required maintenance), placement of the structures on the topography, overall orientation to the fuels, wind, and slope, and nested (safe center) configuration would facilitate a "shelter in place" decision. The Wildland Risk Fire Report also states that while "shelter in place" is never a first option, history shows that moving populations once the fire has arrived has increased risk and "shelter in place" should be attempted when safe alternative exists.

Evacuation Estimates

Based on the assumptions and methodology described above, evacuation times were estimated for the 30 scenarios and are summarized in **Table 7**.

For example, the following discussion describes how the evacuation time was calculated for the <u>Route Fire</u> <u>Simulation based on the Partial Creek Avoidance Alternative:</u>

1. The number of dwelling units and vehicles in the priority area are estimated. The PCAA Density Exhibit (Sikand, 2022) is used to identify the total number of units under this alternative, the location of each planning area, and the number of dwelling units in each planning area. Phase 2 land use

was estimated using an average 12.5 units per acre for each planning area. Under the PCAA, a total of 3,150 residential units would be developed.

In Appendix B of the Wildland Risk Fire Report, a dark gray shaded area is shown in the model output summary sheets, which represents the area of people at risk (priority area). The priority area would be first to evacuate their homes. The dark gray shaded area was overlayed on the PCAA Density Exhibit and the number of dwelling units in the priority area is estimated. The number of dwelling units in the priority area is then converted to the number of vehicles that would evacuate. In this scenario, approximately 927 units are in the priority area and approximately 2,169 vehicles would evacuate based on the average vehicle ownership factor for the Castaic area of 2.34 vehicles per household (927 units x 2.34 vehicles/unit = 2,169 vehicles). A full evacuation of the Project site would include 3,150 units and approximately 7,371 vehicles.

2. Next, viable evacuation points are identified based on allowable time limits. With the PCAA Alternative, there are three evacuation points leading onto Ridge Route Road, which is the Project site's primary egress route. For a worst-case analysis, it is assumed that roadway capacity for a single lane under an evacuation is reduced to 125 vehicles per 15 minutes (maximum of 500 VPHPL) due to potential factors such as traffic congestion or vehicles driving at lower speeds due to the environment (e.g., smoke, wind, debris, watching the fire). Allowable time limits for each of the three evacuation points are taken from Appendix B of the Wildland Fire Risk Report, with evacuations beginning approximately 15 minutes after the fire is spotted at a critical location.

In this scenario, Evacuation Point 1 ("B" Street) is not impacted by the fire and would remain a viable exit route to access Ridge Route Road. As the fire spots over the southbound I-5 at 60 minutes, Evacuation Point 2 (Northlake Boulevard), Evacuation Point 3C ("A" Street), and Ridge Route Point 0 (Ridge Route Road north of Northlake Boulevard) are impacted by the fire and become impassable. In other words, for the first hour vehicles from the priority area can use any of the three evacuation points. When Evacuation Point 2 and Evacuation Point 3C close, vehicles would reroute to Evacuation Point 1 only. When Evacuation Point 2 reopens (approximately 30 minutes after closure), vehicles would reroute to use Evacuation Point 2 and Evacuation Point 1 to access Ridge Route Road until remaining vehicles from the priority area evacuate. Evacuation Point 3C does not reopen in this scenario. The remainder of the Project evacuates after the priority area in the event a mandatory evacuation order is activated for the entire Project site. Methods to reroute vehicles due to closures could be included in an evacuation plan for the Project.

3. Vehicles are distributed to evacuation points. The number of vehicles distributed to an evacuation point is based on the time limitations described above, available roadway capacity, and distance from the residential unit to the evacuation point.

In this scenario, most of the priority area is adjacent to Northlake Boulevard. More vehicles would use Northlake Boulevard to evacuate as it is a 2-lane lane roadway that could accommodate twice as many vehicles as "B" Street (Evacuation Point 1) and "A" Street (Evacuation Point 3C). Northlake Boulevard could accommodate approximately 250 vehicles per 15 minutes compared to "B" Street and "A" Street, where the one-lane egress could accommodate approximately 125 vehicles per 15 minutes. However, if vehicles from the priority area are leaving at the same time, drivers may make the choice to use an alternate route from Northlake Boulevard. This analysis assumes that vehicles from the most northerly homes in the priority area chose to use Evacuation

Point 3C ("A" Street) because it would have fewer vehicles using that route and would bypass downstream traffic on Northlake Boulevard. Similarly, some vehicles from the middle section of the priority area could choose to use Evacuation Point 1 to bypass traffic originating from the southerly portion of the priority area. An evacuation plan for the community could have emergency personnel directing vehicles to different evacuation points to evenly distribute traffic and prevent a bottleneck on Ridge Route Road at Northlake Boulevard.

As shown in the attached worksheets, the available capacity for each evacuation point is calculated in 15-minute intervals and an incremental assignment of Project vehicles is applied at each evacuation point until all vehicle demand has been satisfied. The total of the 15-minute intervals is the estimated evacuation time. In this instance, it would take approximately 1.75 hours (105 minutes) to evacuate 927 DU (2,169 vehicles) from the priority area of the Project and 4.5 hours (270 minutes) to evacuate the entire Project of 3,150 DU (7,371 vehicles).

Table 7 summarizes the estimated evacuation times (see attached summary table and worksheets for detailed assumptions and calculations) and the number of vehicles estimated to evacuate within the allowable time limits.

Scenario	Previously Approved Project	САА	PCAA
1. Route Fire Sim	2 hours to evacuate 1,108 DU	1 hour to evacuate 651 DU	1.75 hours to evacuate 927
	(2,593 vehicles) from the	(1,524 vehicles) from the	DU (2,169 vehicles) from the
	priority evacuation area of the	priority evacuation area of the	priority evacuation area of the
	Project.	Project.	Project.
	4.5 hours to evacuate entire	3 hours to evacuate entire	4.5 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
2. SSWat40Spot	2.25 hours to evacuate 1,286	45 minutes to evacuate 483	2 hours to evacuate 1,370 DU
	DU (3,009 vehicles) from the	DU (1,129 vehicles) from the	3,206 vehicles) from the
	priority evacuation area of the	priority evacuation area of the	priority evacuation area of the
	Project.	Project.	Project.
	4.5 hours to evacuate entire	2.5 hours to evacuate entire	4.25 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
3. SSWat40Line	2 hours to evacuate 1,383 DU	1.5 hour to evacuate 1,134	2.25 hours to evacuate 1,485
	(3,236 vehicles) from the	DU (2,653 vehicles) from the	DU (3,475 vehicles) from the
	priority evacuation area of the	priority evacuation area of the	priority evacuation area of the
	Project.	Project.	Project.
	4.25 hours to evacuate entire	2.5 hours to evacuate entire	4.25 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
4. Sat40Line	No priority area, total	No priority area, total	No priority area, total
	evacuation shown for	evacuation shown for	evacuation shown for
	information purposes:	information purposes:	information purposes:

Table 7 Estimated Evacuation Time Summary

	3.5 hours to evacuate entire	2 hours to evacuate entire	3.5 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
5. FreewaySpotsat40	2.5 hours to evacuate 822 DU (1,924 vehicles) from the priority evacuation area of the Project.	3.25 hours to evacuate 910 DU (2,129 vehicles) from the priority evacuation area of the Project.	2.75 hours to evacuate 1,132 DU (2,649 vehicles) from the priority evacuation area of the Project.
	5 hours to evacuate entire	4.5 hours to evacuate entire	5 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
6. LakeSpotat40	1.25 hours to evacuate 898	2.5 hours to evacuate 1,650	1.5 hours to evacuate 1,056
	DU (2,101 vehicles) from the	DU (3,861 vehicles) from the	DU (2,471 vehicles) from the
	priority evacuation area of the	priority evacuation area of the	priority evacuation area of the
	Project.	Project.	Project.
	3.5 hours to evacuate entire	2.5 hours to evacuate entire	3.5 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
7 Neat701 ine	1 hour to evacuate 570 DU (1,334 vehicles) from the priority evacuation area of the Project.	1.5 hours to evacuate 826 DU (1,932 vehicles) from the priority evacuation area of the Project.	No priority area, total evacuation shown for information purposes:
	 3.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles). 2.5 hours to evacuate 822 DU (1,924 vehicles) from the priority evacuation area of the Project. 5 hours to evacuate entire Project 3,150 DU (7,371 vehicles). 1.25 hours to evacuate 898 DU (2,101 vehicles) from the priority evacuation area of the Project. 3.5 hours to evacuate 898 DU (2,101 vehicles) from the priority evacuation area of the Project. 3.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles). 1 hour to evacuate 570 DU (1,334 vehicles) from the priority evacuation area of the Project. 4.5 hours to evacuate 570 DU (1,334 vehicles) from the priority evacuation area of the Project. 1.5 hours to evacuate entire Project. 4.5 hours to evacuate 570 DU (1,334 vehicles) from the priority evacuation area of the Project. 1.5 hours to evacuate entire Project. 4.5 hours to evacuate entire Project. 5.5 hours to evacuate entire Project. 1.5 hours to evacuate entire Project. 5.5 hours to evacuate entire Project. 1.5 hours to evacuate entire Project. 3.5 hours to evacuate 842 DU (1,970 vehicles) from the priority evacuation area of the Project. 3.5 hours to evacuate 1,687 DU (3,948 vehicles) from the priority evacuation area of the Project. 5.75 hours to evacuate entire Project. 3.5 hours to evacuate entire Project. 3.75 hours to evacuate entire Project. 3.75 hours to evacuate entire Project. 3.75 hours to evacuate entire Project 3,150 DU (7,371 vehicles). 3.75 hours to evacuate entire Project 3,150 DU (7,371 veh	2.5 hours to evacuate entire Project 1,815 DU (4,247 vehicles).	4.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles).
8. NNEat70Line	1.5 hour to evacuate 842 DU	1.25 hours to evacuate 767	1.75 minutes to evacuate 963
	(1,970 vehicles) from the	DU (1,795 vehicles) from the	DU (2,253 vehicles) from the
	priority evacuation area of the	priority evacuation area of the	priority evacuation area of the
	Project.	Project.	Project.
	4.75 hours to evacuate entire	2.75 hours to evacuate entire	4.5 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
9. Nat70Line	3.5 hours to evacuate 1,687	2.5 hours to evacuate 940 DU	3.5 hours to evacuate 1,702
	DU (3,948 vehicles) from the	(2,198 vehicles) from the	DU (3,983 vehicles) from the
	priority evacuation area of the	priority evacuation area of the	priority evacuation area of the
	Project.	Project.	Project.
	5.75 hours to evacuate entire	3.5 hours to evacuate entire	5.25 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
10. Templin Trigger	3.75 hours to evacuate entire	3.25 hours to evacuate entire	5.5 hours to evacuate entire
	Project 3,150 DU (7,371	Project 1,815 DU (4,247	Project 3,150 DU (7,371
	vehicles).	vehicles).	vehicles).
DU = dwelling units			

Evacuation Estimate Conclusions

1. Route Fire Sim Scenario

Under the Previously Approved Project, Evacuation Point 1 has no closure limit and Evacuation Point 2 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 3A ("B" Street") has no limit, however, Ridge Route Road in between "B" Street and Northlake Boulevard (Route Point 0) closes at 60 minutes and does not reopen. Therefore, Evacuation Point 3A would be unusable because of no access to Ridge Route. It would take approximately 2 hours to evacuate the priority area (approximately 2,593 vehicles) and approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 2 and the closure of Evacuation Point 3A as Evacuation Point 1 never closes and Evacuation Point 2 reopens after 90 minutes.

Under the CAA, Evacuation Point 1 closes at 90 minutes and reopens at 150 minutes (from the start of the fire) and Evacuation Point 2 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 3B closes at 60 minutes and does not reopen. It would take approximately 1 hour to evacuate the priority area (approximately 1,524 vehicles) and approximately 3 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 1 and Evacuation Point 2 and the closure of Evacuation Point 3B as Evacuation Point 1 reopens after 150 minutes and Evacuation Point 2 reopens after 90 minutes.

Under the PCAA, Evacuation Point 1 has no closure limit and Evacuation Point 2 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 3C closes at 60 minutes and does not reopen. It would take approximately 1.75 hours to evacuate the priority area (approximately 2,169 vehicles) and approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 2 and the closure of Evacuation Point 3C as Evacuation Point 1 never closes and Evacuation Point 2 reopens after 90 minutes.

2. SSWat40Spot Scenario

Under the Previously Approved Project, Evacuation Point 1 has no closure limit and Evacuation Point 2 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 3A closes at 60 minutes and does not reopen. It would take approximately 2.25 hours to evacuate the priority area (approximately 3,009 vehicles) and approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 2 and the closure of Evacuation Point 3A as Evacuation Point 1 never closes and Evacuation Point 2 reopens after 90 minutes.

Under the CAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3B closes at 60 minutes and does not reopen. It would take approximately 45 minutes to evacuate the priority area (approximately 1,129 vehicles) and approximately 2.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3B as Evacuation Point 1 and Evacuation Point 2 never closes.

Under the PCAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3C closes at 60 minutes and does not reopen. It would take approximately 2 hours to evacuate the priority area (approximately 3,206 vehicles) and approximately 4.25 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3C as Evacuation Point 1 and Evacuation Point 2 never close.

3. SSWat40Line Scenario

Under the Previously Approved Project, Evacuation Point 1 and Evacuation 2 Point have no closure limit and Evacuation Point 3A closes at 60 minutes and does not reopen. It would take approximately 2 hours to evacuate the priority area (approximately 3,236 vehicles) and approximately 4.25 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the closure of Evacuation Point 3A as Evacuation Point 1 and Evacuation Point 2 never close.

Under the CAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3B closes at 60 minutes and does not reopen. It would take approximately 1.5 hours to evacuate the priority area (approximately 2,653 vehicles) and approximately 2.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3B as Evacuation Point 1 and Evacuation Point 2 never close.

Under the PCAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3C closes at 60 minutes and does not reopen. It would take approximately 2.25 hours to evacuate the priority area (approximately 3,475 vehicles) and approximately 4.25 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3C as Evacuation Point 1 and Evacuation Point 2 never close.

4. Sat40Line Scenario

Under the Previously Approved Project, all evacuation points have no closure limit. It would take approximately 3.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given all evacuation points never close.

Under the CAA, all evacuation points have no closure limit. It would take approximately 2 hours to evacuate the entire community. Thus, full evacuation can successfully take place given all evacuation points never close.

Under the PCAA, all evacuation points have no closure limit. It would take approximately 3.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given all evacuation points never close.

5. FreewaySpotsat40 Scenario

Under the Previously Approved Project, all evacuation points close at 30 minutes and reopen at 120 minutes (from the start of the fire). In addition, Ridge Route Point 0, 1, 2, and 3 all close at 30 minutes and reopen at 120 minutes (from the start of the fire). During the closure, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted at 120 minutes, evacuation may resume. It would take approximately 2.5 hours to evacuate the priority area (approximately 1,924 vehicles) and approximately 5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of all evacuation points and Ridge Route Road closures as they all reopen after 120 minutes.

Under the CAA, all evacuation points close at 30 minutes. Evacuation Point 1 reopens at 120 minutes (from the start of the fire) and Evacuation Point 2 reopens at 150 minutes (from the start of the fire). Evacuation Point 3B does not reopen. In addition, Ridge Route Points 1, 2, and 3 all close at 30 minutes and reopen at

120 minutes (from the start of the fire). During the closure, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the Ridge Route Road closures have been lifted at 120 minutes, evacuation may resume. It would take approximately 3.25 hours to evacuate the priority area (approximately 2,129 vehicles) and approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of all evacuation points and Ridge Route Road closures as Ridge Route Points 1, 2, and 3 reopen at 120 minutes and Evacuation Point 2 reopens at 150 minutes.

Under the PCAA, all evacuation points close at 30 minutes and reopen at 120 minutes (from the start of the fire). In addition, Ridge Route Point 0, 1, 2, and 3 all close at 30 minutes and reopen at 120 minutes (from the start of the fire). During the closure, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted at 120 minutes, evacuation may resume. It would take approximately 2.75 hours to evacuate the priority area (approximately 2,649 vehicles) and approximately 5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of all evacuation points and Ridge Route Road closures as they all reopen after 120 minutes.

6. LakeSpotat40 Scenario

Under the Previously Approved Project, Evacuation Point 1 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 2 and Evacuation Point 3A have no closure limits. Ridge Route Points 1, 2, and 3 close at 4 hours and reopen at 5 hours (from the start of the fire). During the Ridge Route closures, those at risk may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. It would take approximately 1.25 hours to evacuate the priority area (approximately 2,101 vehicles) and approximately 3.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the closure of Evacuation Point 1 as it reopens after 90 minutes.

Under the CAA, Evacuation Point 1 closes at 60 minutes and reopens at 90 minutes. Evacuation Point 2 closes at 90 minutes and reopens at 120 minutes. Evacuation Point 3B closes at 120 minutes and does not reopen. Ridge Route Points 1, 2, and 3 close at 4 hours and reopen at 5 hours (from the start of the fire). During the Ridge Route closures, those at risk may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. It would take approximately 2.5 hours to evacuate the priority area (approximately 3,861 vehicles) and the entire community. Thus, full evacuation can successfully take place given the limitation of closures at all evacuation points as Evacuation Point 1 reopens at 90 minutes and Evacuation Point 2 reopen at 120 minutes.

Under the PCAA, Evacuation Point 1 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 2 and Evacuation Point 3C have no closure limits. Ridge Route Points 1, 2, and 3 close at 4 hours and reopen at 5 hours (from the start of the fire). During the Ridge Route closures, those at risk may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. It would take approximately 1.5 hours to evacuate the priority area (approximately 2,471 vehicles) and approximately 3.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the closure of Evacuation Point 1 as it reopens after 90 minutes.

7. NEat70Line Scenario

Under the Previously Approved Project, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3A is closed from the start of the fire and would not reopen until 5 hours (from the start of the fire). It would take approximately 1 hour to evacuate the priority area (approximately 1,334 vehicles) and approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3A as Evacuation Point 1 and Evacuation Point 2 never close.

Under the CAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3B is closed from the start of the fire and would not reopen until 105 minutes (from the start of the fire). It would take approximately 1.5 hours to evacuate the priority area (approximately 1,932 vehicles) and approximately 2.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3A as Evacuation Point 1 and Evacuation Point 2 never close.

Under the PCAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3C would be closed for the duration of the fire and Ridge Route Point 0 closes after 45 minutes and would be closed for the duration of the fire. It would take approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3C and Ridge Route Point 0 as Evacuation Point 1 and Evacuation Point 2 never close.

8. NNEat70Line Scenario

Under the Previously Approved Project, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3A is closed from the start of the fire and would not reopen until 4.25 hours (from the start of the fire). Ridge Route Points 2 and 3 would close at 4 hours and reopen at 4.5 hours. During the Ridge Route closures those at risk may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. It would take approximately 1.5 hours to evacuate the priority area (approximately 1,970 vehicles) and approximately 4.75 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3A as Evacuation Point 1 and Evacuation Point 2 never closes.

Under the CAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3B is closed from the start of the fire and would not reopen until 4.25 hours (from the start of the fire). Ridge Route Points 2 and 3 would close at 4 hours and reopen at 4.5 hours. During the Ridge Route closures, those at risk may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. It would take approximately 1.25 hours to evacuate the priority area (approximately 1,795 vehicles) and approximately 2.75 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3A as Evacuation Point 1 and Evacuation Point 2 never close.

Under the PCAA, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3C would be closed for the duration of the fire. Ridge Route Points 2 and 3 would close at 4 hours and reopen at 4.5 hours. During the Ridge Route closures, those at risk may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. It would take approximately 1.75 hours to evacuate the priority area (approximately 2,253 vehicles) and approximately 4.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3C as Evacuation Point 1 and Evacuation Point 2 never close.

9. Nat70Line Scenario

Under the Previously Approved Project, Evacuation Point 1 has no closure limit. Evacuation Point 2 closes at 90 minutes and reopens at 120 minutes (from the start of the fire). Evacuation Point 3A would be closed for the duration of the fire. Ridge Route Point 1 has no closure limits and Ridge Route Point 3 would be closed at 120 minutes and reopen at 150 minutes (from the start of the fire). Ridge Route Points 2 and 4 would close at 4 hours and reopen at 4.5 hours. During the closure of Ridge Route Road, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted at 150 minutes and again at 4.5 hours, evacuation may resume. It would take approximately 3.5 hours to evacuate the priority area (approximately 3,948 vehicles) and approximately 5.75 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the closure of Evacuation Point 2 as it reopens after 120 minutes and closures of Ridge Route Road, as it reopens after 150 minutes.

Under the CAA, Evacuation Point 1 has no closure limit. Evacuation Point 2 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 3B would be closed for the duration of the fire. Ridge Route Point 1 would close at 60 minutes and reopen at 90 minutes and Ridge Route Point 3 would be closed at 120 minutes and reopen at 150 minutes (from the start of the fire). Ridge Route Point 3 and 4 would close at 4 hours and reopen at 4.5 hours. During the closure of Ridge Route Road, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted at 90 minutes and again at 150 minutes, evacuation may resume. It would take approximately 2.5 hours to evacuate the priority area (approximately 2,198 vehicles) and approximately 3.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the closure of Evacuation Point 2 as it reopens after 90 minutes and closures of Ridge Route Road, as it reopens after 90 minutes.

Under the PCAA, Evacuation Point 1 has no closure limit. Evacuation Point 2 closes at 60 minutes and reopens at 90 minutes (from the start of the fire). Evacuation Point 3C would be closed for the duration of the fire. Ridge Route Point 1 has no closure limit and Ridge Route Point 3 would be closed at 120 minutes and reopen at 150 minutes (from the start of the fire). Ridge Route Points 2 and 4 would close at 4 hours and reopen at 4.5 hours. During the closure of Ridge Route Road, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted at 150 minutes and again at 4.5 hours, evacuation may resume. It would take approximately 3.5 hours to evacuate the priority area (approximately 3,983 vehicles) and approximately 5.25 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the closure of Evacuation Point 2 as it reopens after 120 minutes and closures of Ridge Route Road, as it reopens after 150 minutes.

These scenarios result in the longest evacuation times due to a larger number of dwelling units within the priority area and all three evacuation points as well as segments on Ridge Route Road becoming impassible at one point in time (reopening at a later time).

10. Templin Trigger Scenario

Under the Previously Approved Project, Evacuation Point 1 and Evacuation Point 2 have no closure limits. Evacuation Point 3A would be closed from the start of the fire and open at 75 minutes. Ridge Route Point 1 has no closure limit and Ridge Route Point 3 would be closed at 4 hours and reopen at 4.5 hours (from the

start of the fire). Ridge Route Points 2 and 4 would close at 5 hours and reopen at 5.5 hours. During the closure of Ridge Route Road Point 2, 3, and 4, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted at 4.5 hours and again at 5.5 hours, evacuation may resume. It would take approximately 3.75 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3A and closures of Ridge Route Road, as full evacuation of the community could occur before their closures.

Under the CAA, Evacuation Point 1 has no closure limits and Evacuation Point 2 would close at 60 minutes and reopen at 90 minutes. Evacuation Point 3B would be closed for the duration of the fire. Ridge Route Point 1 would be closed at 60 minutes and reopen at 90 minutes and Ridge Route Point 3 would be closed at 4 hours and reopen at 4.5 hours (from the start of the fire). Ridge Route Points 2 and 4 would close at 5 hours and reopen at 5.5 hours. During the closure of Ridge Route Road Point 2, 3, and 4, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted for Ridge Route Point 2, 3, 4, evacuation may resume. It would take approximately 3.25 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3B and Evacuation Point 2, and closures of Ridge Route Road as they would reopen.

Under the PCAA, Evacuation Point 1 has no closure limit and Evacuation Point 2 would close at 60 minutes and reopen at 105 minutes. Evacuation Point 3C would be closed for the duration of the fire. Ridge Route Point 1 would be closed at 60 minutes and reopen at 90 minutes and Ridge Route Point 3 would be closed at 4 hours and reopen at 4.5 hours (from the start of the fire). Ridge Route Point 2 and 4 would close at 5 hours and reopen at 5.5 hours. During the closure of Ridge Route Road Point 2, 3, and 4, those at risk in the priority area may need to move to an area of refuge if a shelter in place decision has not been made by emergency personnel. When the closures have been lifted for Ridge Route Point 2, 3, 4, evacuation may resume. It would take approximately 5.5 hours to evacuate the entire community. Thus, full evacuation can successfully take place given the limitation of Evacuation Point 3C and Evacuation Point 2, and closures of Ridge Route Road as they would reopen.

As demonstrated above, in some scenarios southerly segments of Ridge Route Road become impassible after a certain amount of time and would reopen after a certain amount of time. This analysis assumes that evacuation would pause/close when Ridge Route is impassable. Although Ridge Route Road may be impassable, other areas of the Project are not affected. In this instance, an evacuation route directly onto the I-5 freeway from Ridge Route Road may be a feasible approach to provide an alternative to Ridge Route Road.

Cumulative Conditions

Information provided by the Los Angeles County Department of Regional Planning² indicates that there is only one cumulative project in the vicinity of the Project, the Centennial Specific Plan. This project will not utilize Ridge Route Road for access; therefore, traffic generation from this project would not affect the findings of the evacuation analysis presented above.

² Communication from Jodie Sackett, LA County DRP.

Off-site Recommendations

Evacuation of the Project and adjacent communities of Northlake Hills and Wildwood is dependent on having adequate traffic conditions within the existing Castaic community just south of the Project area. One potential constraint is the existing intersection of Ridge Route Road at Lake Hughes Road, through which all Northlake, Northlake Hills, and Wildwood traffic needs to pass through. The Ridge Route Road/Lake Hughes Road is currently configured as an all-way stop but will be upgraded to a traffic signal with development of the Project. During an evacuation, traffic flow through the intersection should be directly managed by emergency personnel to ensure a continual flow of traffic from the areas being evacuated.

Closure of the I-5 freeway during emergency situations will often result in freeway traffic being routed onto the roadways within the Castaic community. During an evacuation, this could impede the flow of traffic from the areas being evacuated. To avoid congestion caused by freeway diversion, freeway traffic should instead be rerouted further south, such as at the State Route 126 interchange, where roadways have greater capacity than the Castaic roadways.

Conclusion

Evacuation times for the proposed Project were estimated for 3 land use alternatives (Previously Approved Project, CAA, and PCAA) and 10 scenarios from the Wildland Fire Risk Report. The following summarizes key findings:

- All modeled scenarios would allow all vehicles to evacuate within the allowable time limit. This assumes that an evacuation point would only temporarily close (approximately one hour at most) and would reopen after the fire is no longer a threat to that area.
- One of the 10 modeled scenarios would not require any evacuation of the Project site (Scenario 4 Previously Approved Plan, CAA, and PCAA).
- The closure of the southerly segments of Ridge Route Road would result in a temporary pause on evacuations. Since Ridge Route Road is the only egress route, a "shelter in place" recommendation may be made in an event where Ridge Route Road cannot reopen.
- An evacuation route directly onto the I-5 freeway from Ridge Route Road would provide an alternative to Ridge Route Road but would require a substantial amount of evaluation and coordination with Caltrans to implement.
- During an evacuation, emergency personnel should directly manage the intersection of Ridge Route Road at Lake Hughes Road to ensure a continual flow of traffic from the areas being evacuated.
- To minimize the impact resulting from closure of the I-5 freeway during emergency situations, freeway traffic should be rerouted south of the Castaic community, such as at the State Route 126 interchange, where roadways have greater capacity than the Castaic roadways.

Please reach out to us if you would like to discuss this memorandum.

August 9, 2024 Damon Mamalakis Page 19 of 19

Reference: Northlake Specific Plan Wildland Fire Evacuation Scenarios - Evacuation Time Estimates

Sincerely,

STANTEC CONSULTING SERVICES INC.

Daryl Zerfass PE, PTP Principal, Transportation Planning & Traffic Engineering Phone: (949) 302-8995 Daryl.Zerfass@stantec.com

Maria W Jouris

Maria Morris AICP, PTP Senior Transportation Planner Phone: (949) 923-6072 Maria.Morris@stantec.com

Attachments: Figure 1 Project Location Map Figure 2 Land Use Alternatives Figure 3 Previously Approved Project Mobility Plan Figure 4 Evacuation Points Estimated Evacuation Time Worksheets Northlake Specific Plan Evacuation Route Assumptions and Estimated Evacuation Time Summary Previously Approved TM Density Exhibit, Sikand Creek Avoidance Density Exhibit, Sikand Partial Creek Avoidance Density Exhibit, Sikand

NORTHLAKE SPECIFIC PLAN WILDLAND FIRE EVACUATION ROADWAY NETWORK AND EVACUATION TIME ESTIMATES



Figure 1 **Project Location Map**





PREVIOUSLY APPROVED PLAN



CREEK AVOIDANCE ALTERNATIVE



PARTIAL CREEK AVOIDANCE ALTERNATIVE

Source: Wildland Fire Risk Report Northlake Specific Plan (2023)



NORTHLAKE SPECIFIC PLAN WILDLAND FIRE EVACUATION ROADWAY NETWORK AND EVACUATION TIME ESTIMATES



Source: Northlake Design Guidelines April 2018







1. Route Fire Sim - Previously Approved Plan

Results: 2 hours to evacuate 1,108 DU (2,593 vehicles) from the priority evacuation area of the Project 4.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description		Evac Pt. 3	Evac Pt. 2	Ridge Route Pt 1		Evac Pt. 1	Ridge Route Pt 2	Project Affordable Housing	Ridge Route Pt 3	Northlake Hills	Ridge Route Pt 4
Number of vehicles to evacuate f	rom critical homes i(n										
shaded area on map)		356	1,264	1,620		973	2,593	0	2,593	0	2,593
Number of lanes at evacuation po	pint	1	2			1		2		1	
Vehicles per hour (vph) - no cong	estion	1,600	3,200		-	1,600		1,600		1,600	
Vehicles per hour (vph) - with con	igestion	500	1,000			500		1,000		500	
Vehicles per 15 min		125	250		-	125		250		125	
Time limit		Ridge Route Pt 0 closes at 60 Min	Closes at 60 Min, reopens in 90 Min	No limit		No limit	No limit	No limit	No limit		No limit
			Vehicle	Evacuation Shown	in 1	5 Minute Interv	rals				
		A	В	A+B=C		D	C+D=E	F	E+F=G	н	G+H=I
	Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15 Min	125	250	375	1	125	500	250	750	0	750
	30 Min	250	500	750	1	250	1,000	500	1,500	0	1,500
	45 Min	375	750	1,125	1	375	1,500	750	2,250	0	2,250
	60 Min	375	750	1,125]	500	1,625	751	2,376	0	2,376
	75 Min	375	750	1,125		625	1,750	751	2,501	0	2,501
	90 Min	375	1,000	1,375		750	2,125	751	2,876	0	2,876
	105 Min	375	1,250	1,625		875	2,500	751	3,251	0	3,251
	120 Min	375	1,500	1,875		1,000	2,875	751	3,626	0	3,626
	135 Min	375	1,750	2,125		1,125	3,250	751	4,001	0	4.001
	150 Min	375	2,000	2,375		1,250	3,625	751	4,376	0	4,376
	165 Min	375	2,250	2,625		1,375	4,000	751	4,751	0	4,751
	180 Min	375	2,500	2,875	1	1,500	4,375	751	5,126	0	5,126
	195 Min	375	2,750	3,125		1,625	4,750	751	5,501	0	5,501
	210 Min	375	3,000	3,375	1	1,750	5,125	751	5,876	0	5,876
	225 Min	375	3,250	3,625		1,875	5,500	751	6,251	0	6,251
	240 Min	375	3,500	3,875		2,000	5,875	751	6,626	0	6,626
	255 Min	375	3,750	4,125		2,125	6,250	751	7,001	0	7,001
	270 Min	375	4,000	4,375		2,250	6,625	751	7,376	0	7,376
	285 Min	375	4.000	4.375	1	2.250	6.625	751	7.376	0	7.376

Existing Conditions prior to the Route Fire Previously Approved Development Added

Narrative: Fire begins as spot fires west of the northbound I-5 under a WSW Wind at 25 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn ENE And spots over the SB I-5 impacting Ridge Route and Evac Point 2 at 60 min (elapsed time) and continues to burn to the north to the north and south along the Project Site.

Route Fire Sin	n 25 mph Approve	d i	Evacuation	to the South	1					
	EvacPt1	Evac Pt 2	Evac Pt. 3A	Evac Pt.3B	Evac Pt. 3 C	Route D	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	Open	4/8	15/10	Open	Open	Open	Open	Open
30	0:30 Open	Open	Open	hilk.	1.16	Open	Open	Open	Open	Open
45	0:45 Open	Ореп	Open	1.14	n/a	Open	Open	Open	Open	Open
60	1:00 Open	Closed	Open	124	6.01	Closed	Open	Open	Open	Open
75	1:15 Open	Closed	Open	1/6	15/11	Closed	Open	Open	Open	Open
90	1:30 Open	Open	Open	MW.	1071	Closed	Open	Open	Open	Open
105	1:45 Open	Open	Open	N/H	n/	Closed	Open	Open	Open	Open
120	2:00 Open	Open	Open	- a	n.te.	Closed	Open	Open	Open	Open
135	2:15 Open	Open	Open	ਜ/ਤ	10/8:	Closed	Open	Open	Open	Open
150	2:30 Open	Open	Open	infai	n/s	Closed	Open	Open	Open	Open
165	2:45 mpen	Open	Open	11/10	10/0	Closed	Open	Open	Open	Open
180	3:00 Open	Open	Open	11/16	ista	Closed	Open	Open	Open	Open
195	3:15 Open	open	Open	77/41	n/#	Closed	Upen	Open	Dpen	Open
210	3:30 Open	Open	Open	nex.	n/a	Closed	Open	Open	Open	Open
225	3:45 Open	Open	Open	7164	n/a	Closed	Open	Open	Open	Open
240	4:00 Open	Open	Open	MK .	n/#	Closed	Open	Opers	Open	Open
255	4:15 Open	Open	Open	30	11/2	Closed	Open	Open	Open	Open
270	4:30 Open	Open	Open	14	n/a	Closed	Open	Open	Open	Open
285	4:45 Open	Open	Open	nők	n/a	Clased	Open	Open	Open	Open
300	5:00 Open	Open	Open	48	1.711	Closed	Open	Open	Open	Open
315	5:15 Open	Open	Open	N/R	11/11	Closed	Open	Open	Open	Opera
330	5:30 Open	Open	Open	teria:	11/10	Ciosed	Open	Open	Open	Open
345	5:45 Open	Open	Open	20/06	11/11	Closed	Open	Open	Open	Open
360	6:00 Open	Operi	Open	104	(i/#	Closed	Open	Open	Open	Open
375	6:15 Open	Open	Open	ilk.	nte.	Closed	Open	Open	open	Open
390	6:30 Open	Open	Open	191	11/9	Closed	Open	Open	Open	Open
405	6:45 Open	Орел	Open	WW.	nh	Closed	Open	Opere	Open	Орел
420	7:00 Open	Open	Open	11/A	esta -	Closed	Open	Optern	Open	Open



Priority Area to Evacuate

1. Route Fire Sim - Creek Avoidance Alt.

Results: 1 hour to evacuate 651 DU (1,524 vehicles) from the priority evacuation area of the Project 3 hours to evacuate 1,815 DU entire Project (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description		Evac Pt. 3	Evac Pt. 2	Ridge Route Pt 1	Evac Pt. 1	Ridge Route Pt 2	Project Affordable Housing	Ridge Route Pt 3	Northlake Hills	Ridge Route Pt 4
Number of vehicles to evacuate fr shaded area on map)	om critical homes i(n	365	728	1,093	431	1,524	0	1,524	0	1,524
Number of lanes at evacuation po	int	3	2	32	া	223	2	1944	1	£ 22
Vehicles per hour (vph) - no conge	estion	1,600	3,200	100	1,600		1,600		1,600)
Vehicles per hour (vph) - with con	gestion	500	1,000	100	500	5.55 1	1,000		500	
Vehicles per 15 min		125	250	24	125	398	250		125	\$
Time limit		Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	Closes at 60 Min, reopens at 90 Min	No limit	Closes at 90 Min, opens at 150 Min	No limit	_ No limit	t No limit		No limit
		·	Vehicle Ev	acuation Shown i	n 15 Minute Interv	vals	· · · ·			
		A	В	A+B=C	D	C+D=E	F	E+F=G	н	G+H=I
	Time	No. of Vehicles Passing Through EvacPt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1	No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15 Min	125	250	375	125	500	250	750	0	750
	30 Min	250	500	750	250	1,000	386	1,386	0	1,386
	45 Min	375	750	1,125	375	1,500	386	1,886	0	1,886
	60 Min	375	750	1,125	500	1,625	386	2,011	C	2,011
	75 Min	375	750	1,125	625	1,750	386	2,136	0	2,136
	90 Min	375	1,000	1,375	625	2,000	386	2,386	0	2,386
	105 Min	375	1,250	1,625	625	2,250	386	2,636	0	2,636
	120 Min	375	1,500	1,875	625	2,500	386	2,886	C	2,886
	135 Min	375	1,750	2,125	625	2,750	386	3,136	0	3,136
	150 Min	375	2,000	2,375	750	3,125	386	3,511	0	3,511
	165 Min	375	2,250	2,625	875	3,500	386	3,886	0	3,886
	180 Min	375	2,500	2,875	1,000	3,875	386	4,261	0	4,261
	195 Min	375	2,500	2,875	1,000	3,875	386	4,261	0	4,261

Existing Conditions prior to the Route Fire Creek Avoidance Development Added

.

Narrative: Fire begins as spot fires west of the northbound I-5 under a WSW Wind at 25 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn ENE And spots over the SB I-5 impacting Ridge Route and Evac Point 2 at 60 min (elapsed time) and continues to burn to the north to the north and south along the Project Site spotting over Evac Point 2 at

201	te Fire Sin	n 25 mph Avoid		Evacuation	te the South						
		Evac Pt1	Evac Pt 2	Evac Pt. 3A	Evac Pt. 38	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
	15	0:15 Open	Open	ide	Open	1/4	Open	Open	Open	Open	Open
	30	D:30 Open	Open	rala.	Open	110.0	Open	Open	Open	Open	Open
	45	0:45 Open	Open	nfa.	Open	0/3	Open	Open	Open	Open	Open
	60	1:00 Open	Closed	100	Closed	101	Closed	Open	Open	Ogen	Open
	75	1:15 Open	Closed	11/4-	Closed	NR .	Closed	Open	Open	Dpen	Open
	90	1:30 Closed	Open	Ma	Ciosed	also -	Closed	Open	Open	Doen	Open
	105	1:45 Closed	Open	11/4	Closed	Win	Closed	Open	Open	Open	Open
	120	2:00 Closed	Open	100	Closed	ala.	Closed	Open	Open	Open	Open
	135	2:15 Closed	Open	110	Closed	1114	Closed	Open	Open	Doen	Open
	150	2:30 Open	Open		Closed	a.da	Closed	Open	Open	Otten	Coen
	165	2:45 Open	Open	100	Cipsed	110	Closed	Open	Open	Open	Орел
	180	3:00 Open	Open	NY.	Closed	MR 1	Closed	Open	Open	Open	Open
	195	3:15 Open	Ogen	infu:	Closed	10.	Closed	Open	Open	open	Open
	210	3:30 Open	Open	nla'	Closed	10	Closed	Open	Open	Open	Open
	225	3:45 Open	Open	154	Closed	100	Closed	Open	Open	Open	Open
	240	4:00 Open	Open	v.dui	Closed	1.0	Closed	Open	Open	Open	Open
	255	4:15 Open	Open	de la	Closed	ede.	Closed	Open	Open	Open	Open
	270	4:30 Open	Open	ndy -	Closed	11/10	Closed	Open	Open	Open	Open
	285	4:45 Open	Oper	m/a	Closed	nin -	Closed	Open	Open	Open	Open
	300	5:00 Open	Open	11/4	Closed	ubi:	Closed	Open	Open	Open	Open
	315	5:15 Open	Open	n/=	Closed	nis -	Closed	Open	Open	Open	Open
	330	5:30 Open	Open		Closed	104	Closed	Open	Cipen	Open	Open
	345	5:45 Open	Орел	170	Closed	1124	Closed	Open	Open	Open	Open
	360	6:00 Open	Open	rila.	Closed	1.15	Closed	Ореп	Open	Open	Open
	375	6:15 Open	Open	112 3	Closed	Web.	Closed	Open	Open	Open	Open
	390	6:30 Open	Open	n/	Ciosed	610	Closed	Open	Open	Open	Open
	485	6:45 Open	Open	114	Closed	10.00	Closed	Open	Open	Open	Open
	420	7:00 Open	Open	1.14	Closed	A.C.	Closed	Open	Open	Open	Doen



1. Route Fire Sim - Partial Creek Avoidance Alt.

Results: 1.75 hours to evacuate 927 DU (2,169 vehicles) from the priority evacuation area of the Project 4.5 hours to evacuate 3,150 DU entire Project (7,371 vehicles]

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt 1		Evac Pt. 1	Ridge Route Pt 2	Project Affordable Housing	Ridge Route Pt 3		Northlake Hills	Ridge Route Pt 4
shaded area on map)	om critic	ai nomes i(n	374	938	1.311		858	2,169	0	2,169		0	2,169
Number of lanes at evacuation po	int		1	2			1		2				-,
Vehicles per hour (vph) - no conge	estion		1,600	3,200			1,600		1,600			1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000			500		1,000			500	
Vehicles per 15 min	-		125	250			125		250			125	
Time limit			Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	Closes at 60 Min, reopens at 90 Min	, No limit		No limit	No limit	No limit	No limit			No limit
C				Vehicle Eva	cuation Shown	in	15 Minute Inte	ervals			_		
			A	В	A+B=C		D	C+D=E	F	E+F=G		н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375		125	500	250	750		0	750
	30	Min	250	500	750		250	1,000	500	1,500		0	1,500
	45	Min	375	750	1,125		375	1,500	750	2,250		0	2,250
	60	Min	375	750	1,125		500	1,625	751	2,376		0	2,376
	75	Min	375	750	1,125		625	1,750	751	2,501		0	2,501
	90	Min	375	1,000	1,375		750	2,125	751	2,876		0	2,876
	105	Min	375	1,250	1,625		875	2,500	751	3,251		0	3,251
	120	Min	375	1,500	1,875		1,000	2,875	7 51	3,626		0	3,626
	135	Min	375	1,750	2,125		1,125	3,250	751	4,001		0	4,001
	150	Min	375	2,000	2,375		1,250	3,625	751	4,376		0	4,376
	165	Min	375	2,250	2,625		1,375	4,000	751	4,751	1	0	4,751
	180	Min	375	2,500	2,875		1,500	4,375	7 51	5,126		0	5,126
	195	Min	375	2,750	3,125		1,625	4,750	751	5,501		0	5,501
	210	Min	375	3,000	3,375		1,750	5,125	7 51	5,876		0	5,876
	225	Min	375	3,250	3,625		1,875	5,500	751	6,251		0	6,251
	240	Min	375	3,500	3,875		2,000	5,875	7 5 1	6,626		0	6,626
	255	Min	375	3,750	4,125		2,125	6,250	751	7,001		0	7,001
	270	Min	375	4,000	4,375		2,250	6,625	7 51	7,376		0	7,376
	285	Min	375	4.000	4.375		2.250	6.625	751	7.376	_	0	7.376

Existing Conditions prior to the Route Fire Partial Creek Avoidance Development Added

Narrative: Fire begins as spot fires west of the northbound I-5 under a WSW Wind at 25 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn ENE And spots over the SB I-5 impacting Ridge Route and Evac Point 2 at 60 min (elapsed time) and continues to burn to the north to the north and south along the Project Site.

lou	te FlreSin	n 25mph Partial A	biou	Evacuation	to the South						
		Evac Pt1	Evac Pt2	EvacPt.3A	EvacPt.3B	EvacPt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
	15	0:15 Open	Орвя		1100	Open	Open	Open	Open	Open	Open
	BD	0:30 Open	Daen		106 · · · ·	Open	Open	Open	Open	Open	Open
	45	0:45 Open	Osen	A	44	Open	Open	Open	Open	Open	Open
	60	1:00 Open	Closed	100	11/10	Closed	Closed	Open	Open	Open	Open
	75	1:15 Open	Closed		324	Closed	Closed	Open	Орел	Open	Open
	90	1:30 Open	Ogen	100	=1a	Closed	Closed	Open	Open	Open	Open
	105	1:45 Open	Open	main .	la.	Closed	Closed	Open	Open	Open	Open
	120	2:00 Open	Opera	1.5	119	Closed	Closed	Open	Open	Open	Open
	135	2:15 Open	Open	10,64	m/a	Closed	Closed	Open	Open	Open	Open
	150	2:30 Open	Open	and a	n/a	Closed	Closed	Open	Open	Open	Open
	165	2:45 Open	Open	-79	m/a	Closed	Closed	Open	Open	Open	Open
	180	3:00 Open	Open	10.0	m/a	Closed	Closed	Open	Open	Open	Open
	195	3:15 Open	Open	10	in/a	Closed	Closed	Open	Open	Open	Open
	210	3:30 Open	Open	10,71	m/ia	Closed	Closed	Open	Open	Open	Open
	225	3:45 Open	Open	100	n/a	Closed	Closed	Open	Open	Open	Open
	240	4:00 apen	Oann	10.63	n/a	closed	Closed	Open	Open	Open	Open
	255	4:15 Open	Open	100	n/a	Closed	Closed	Open	Open	Open	Open
	270	4:30 Open	Opera	11/2	2828	Closed	Closed	Open	Open	Open	Open
	285	4:45 Open	Open		10.14	Closed	Closed	Open	Open	Open	Open
	300	5:00 Open	Ozen	-54	1014	Closed	Closed	Open	Open	Open	Open
	315	5:15 Open	Open		144	Closed	Closed	Open	Open	Open	Open
	330	5:30 Open	Open	14,03	710 m	Closed	Closed	Open	Open	Open	Open
	345	5:45 Open	Ogen	1964	in/ar	Closed	Closed	Open	Open	Open	Open
	360	6:00 Open	Open	10.04	1109	Closed	Closed	Open	Open	Open	Open
	375	6:15 Open	Ogen	/n	ntw.	Closed	Closed	Open	Open	Open	Open
	390	6:30 Open	Ogen	111/1	1000	Closed	Closed	Open	Open	Open	Open
	405	6:45 Open	Coen	-10	nda	Closed	Closed	Open	Open	Ореп	Open
	420	7:00 Open	Open	- 12	1174	Closed	Closed	Open	Орел	Bpen	Open



2. SSWat40Spot - Previously Approved Plan

Results: 2.25 hours to evacuate 1,286 DU (3,009 vehicles) from the priority evacuation area of the Project 4.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description		Evac Pt. 3	Evac Pt. 2	Ridge Route Pt 1		Evac Pt. 1	Ridge Route Pt 2	Project Affordable Housing	Ridge Route Pt 3	Northlake Hills	Ridge Route Pt 4
Number of vehicles to evacuatef	rom critical homes (in										
shaded area on map)		366	1,632	1,998		1,011	3,009	0	3,009	0	3,009
Number of lanes at evacuation po	pint	1	2			1		2		1	
Vehicles per hour (vph) - no cong	estion	1,600	3,200			1,600		1,600		1,600	
Vehicles per hour (vph) - with con	gestion	500	1,000			500		1,000		500	
Vehicles per 15 min		125	250			125		250		125	
Time limit		Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	Closes at 60 Min, reopens at 90 Min	No limit		No limit	No limit	No limit	No limit		No limit
			Vehicle Ev	acuation Show	yn in	15 Minute Inte	rvals				
		A	В	A+B=C		D	C+D=E	F	E+F=G	н	G+H=I
	Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15 Min	125	250	375		125	500	250	750	0	750
	30 Min	250	500	750	1	250	1.000	500	1,500	0	1.500
	45 Min	375	750	1,125	1	375	1.500	750	2,250	0	2,250
	60 Min	375	750	1.125	1	500	1.625	751	2.376	0	2.376
	75 Min	375	750	1.125	1	625	1,750	751	2.501	0	2.501
	90 Min	375	1,000	1,375	1	750	2,125	751	2,876	0	2,876
	105 Min	375	1,250	1,625	1	875	2,500	751	3,251	0	3,251
	120 Min	375	1,500	1,875	1	1,000	2,875	751	3,626	0	3,626
	135 Min	375	1,750	2.125	1	1.125	3.250	751	4.001	0	4.001
	150 Min	375	2.000	2.375	1	1.250	3.625	751	4.376	0	4.376
	165 Min	375	2.250	2.625	1	1.375	4.000	751	4.751	0	4,751
	180 Min	375	2,500	2.875	1	1.500	4,375	751	5,126	0	5,126
	195 Min	375	2,750	3,125	1	1,625	4,750	751	5,501	0	5,501
	210 Min	375	3,000	3,375	1	1,750	5,125	751	5,876	0	5,876
	225 Min	375	3,250	3,625	1	1,875	5,500	751	6,251	0	6,251
	240 Min	375	3,500	3,875	1	2,000	5,875	751	6,626	0	6,626
	255 Min	375	3,750	4,125	1	2,125	6,250	751	7,001	0	7,001
	270 Min	375	4,000	4,375	1	2,250	6,625	751	7,376	0	7,376
	285 Min	375	4.000	4.375	1	2.250	6.625	751	7.376	0	7.376

Increased Wind Speed (SSW direction) Previously Approved Development Added

5

Narrative: Fire begins as spot fires west of the northbound I-5 under a SSW Wind at 40 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn NNE and spots over the SB I-5 impacting Ridge Route north of Evac Point 2 at 60 min (elapsed time). The fire spots over the SB I-5 south of Evac Point 3A at 90 min (elapsed time) continues to burn to the north to the north and south along the west side of the Project Site.

SW Spot at 4	0 mph Approved		Evacuation	to the South						
	Evac Pt 1	Evac Pt2	Evac Pt. 3A	Evac Pt.3B	EvacPt.3C	Route0	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	Орел	4/4	243	Орел	Open	Open	Open	Open
30	0:30 Open	Open	Open	infé	7/4	Open	Open	Open	Open	Open
45	0:45 Open	Open	Open	h/4	104	Ореп	Open	Open	Орел	Open
60	1:00 Open	Closed	Closed	mile -	144	Closed	Open	Open	Open	Open
75	1:15 Open	Closed	Closed	ingla .	11/4	Closed	Open	Open	Open	Open
90	1:30 Open	Operi	Closed	mile	1474	Closed	Open	Opera	Open	Open
105	1:45 Open	OPen	Closed	mhi.	194	Closed	Open	Open	Open	Open
120	2:00 Open	Doen	Closed	110	208	Closed	Open	Open	Open	Open
135	2:15 Open	rapen	Closed	1948	Hills	Closed	Open	Open	Open	Open
150	2:30 Open	Open	Closed		144	Closed	Open	Open	Open	Open
165	2:45 Open	Open	Closed	nh -	1979	Closed	Open	Open	Open	Open
180	3:00 Open	Open	Closed	1526	100	Closed	Open	Open	Open	Open
195	3:15 Open	Open	Closed	1.6	14/04	Closed	Open	Open	Open	Open
210	3:30 Open	Open	Closed	100	114	Closed	Open	Open	Open	Open
225	3:45 Open	Open	Closed	11/10	0.00	Closed	Open	Opan	Open	Open
24D	4:00 Opin	Open	Closed	10.00	-14	Closed	Open	Open	Open	Open
255	4:15 Open	Open	Closed	1111	H/n	Closed	Open	Open	Open	Open
270	4:30 Open	Open	Closed	344	2014	Closed	Open	Open	Open	Open
285	4:45 Open	Dpen	Closed	000	1414	Closed	Open	Open	Open	Dpen
300	S:00 Open	Open	Closed	1.4	104	Closed	Open	Open	Open	Open
315	5:15 Open	Open	Closed	111	34	Closed	Open	Open	Open	Open
330	5:30 Open	Open	Closed	14	àb 1	Closed	Open	Open	Open	Open
345	5:45 Open	Open	Closed		/a	Closed	Open	Opera	Open	Open
360	5:00 Open	Open	Closed		10.	Closed	Open	Open	Open	Open
375	6:15 Open	Open	Closed	m/bi	1160	Closed	Open	Open	Open	Open
390	6:30 Open	Doen	Closed	104	infat.	Closed	Open	Open	Open	Open
405	6:45 Open	Open	Closed	10/0	111	Closed	Open	Open	Open	Open
420	7:00 Oper	Open	Closed	100	-1/4	Closed	Open	Open	Open	Open



B-11

2. SSWat40Spot - Creek Avoidance Plan

Results: 45 minutes to evacuate 483 DU (1,129 vehicles) from the priority evacuation area of the Project 2.5 hours to evacuate entire Project 1,815 DU (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt 1		Evac Pt. 1	Ridge Route Pt 2	Project Affordable Housing	Ridge Route Pt 3	Northlake Hills	Ridge Route Pt 4
Number of vehicles to evacuate from shaded area on map)	om critica	al homes (in	257	508	765		364	1,129	0	1,129	0	1,129
Number of lanes at evacuation poi	nt		1	2			1		2		1	
Vehicles per hour (vph) - no conge	stion		1,600	3,200			1,600		1,600		1,600	
Vehicles per hour (vph) - with cong	gestion		500	1,000			500		1,000		500	
Vehicles per 15 min			125	250			125		250		125	
Time limit		Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	No limit			No limit				-		
				Vehicle Ev	vacuation Shov	vnin	15 Minute Inte	rvals	•			
			A	В	A+B=C		D	C+D=E	F	E+F=G	н	G+H=I
		Time	No. of Vehicles Passing Through EvacPt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375		125	500	250	750	0	750
	30	Min	250	500	750		250	1,000	386	1,386	0	1,386
	45	Min	375	750	1,125		375	1,500	386	1,886	0	1,886
	60	Min	375	1,000	1,375		500	1,875	386	2,261	0	2,261
	75	Min	375	1,250	1,625		625	2,250	386	2,636	0	2,636
	90	Min	375	1,500	1,875		750	2,625	386	3,011	0	3,011
	105	Min	375	1,750	2,125		875	3,000	386	3,386	0	3,386
	120	Min	375	2,000	2,375		1,000	3,375	386	3,761	0	3,761
	135	Min	375	2,250	2,625		1,125	3,750	386	4,136	0	4,136
	150	Min	375	2,500	2,875		1,250	4,125	386	4,511	0	4,511
	165	Min	375	2,500	2,875		1,250	4,125	386	4,511	0	4,511

Increased Wind Speed (SSW direction) Creek Avoidance Development Added

55

Narrative: Fire begins as spot fires west of the northbound I-5 under a SSW Wind at 40 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn NNE and spots over the SB I-5 impacting Ridge Route north of Evac Point 2 at 60 min (elapsed time). The fire spots over the SB I-5 south of Evac Point 3A at 90 min (elapsed time) continues to burn to the north the north and south along the west side of the Project Site.

w	Spot at 4	10 mph Avoid		Evacuation	to the South						
		Evac Pt1	Evac Pt 2	Evac Pt.3A	Evac Pt. 36	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
	15	0:15 Open	Open	22/3	Opén	this.	Open	Opén	Open	Dpen	Open
	30	0:30 Open	Oper	STA .	Ogen	214	Ореп	Open	Open	Dpen	Open
	45	0:45 Open	Open	=/a	Open	AADH'	Open	Open	Open	Open	Open
	60	1:00 Open	Open	/ #	Closed	Avril 1	Closed	Open	Open	Open	Opett
	75	1:15 Open	Open	- da	Closed	111 m	Closed	Open	Open	Open	Open
	90	1:30 Open	Open	170	Closed	ADI: U	Closed	Opén	Open	Open	Open
	105	1:45 Open	Open	10	Closed	1410	Closed	Open	Open	Open	Open
	120	Z:00 Open	Open	111	Closed	AVM .	Closed	Open	Open	Open	Open
	135	2:15 Open	Open	-1/4	Closed	-/3	Closed	Ореп	Spen	Open	Open
	150	2:30 Open	Open	.70/0	Closed	71/m	Closed	Open	Open	Dpen	Opim
	165	2:45 Open	Open	18	Closed	ALC:	Closed	Open	Open	Open	Open
	180	3:00 Open	Open	nja	Closed	114	Closed	Open	Open	Dpen	Open
	195	3:15 Open	Open	104	Closed	104	Closed	Open	Open	Dpen	Open
	210	3:30 Open	Open	10/10	Closed	Per la	Closed	Open	Open	Dpen	Open
	225	3:45 Open	Open	MAC 1	Closed	M/a	Closed	Open	Open	Open	Open
	240	4:00 Open	Open	-9/0	Closed	AG8.	Closed	Open	Open	Dpen	Open
	255	4:15 Open	Open	-/-	Closed	All States	Closed	Open	Open	Dpen	Open
	270	4:30 Op≥n	Open	-/*	Closed	0.00	Closed	Ореп	#pen	Open	Open
	285	4:45 Open	Open	104	Closed	ALC: N	Closed	Open	Open	Open	Open
	300	5:00 Open	Open	n'a	Closed	2016	Closed	Open	Open	Døen	Open
	315	5:15 Open	Open	ri/a	Closed	204	Closed	Open	Open	Open	Open
	330	5:30 Open	Open	n'a -	Closed	107.00	Closed	Open	Open	Dpen	Open
	345	5:45 Open	Open	504. · · ·	Closed	Ada	Closed	Open	Open	Open	Open
	360	6:00 Open	Open	110.	Closed	6,700	Closed	Open	Open	Dpen	Open
	375	6:15 Open	Open	$\gamma_j \ell \parallel$	Closed	Ada	Closed	Open	Open	Dpen	Open
	390	6:30 Open	Open	pla.	Closed	10/10	Closed	Open	Open	Dpen	Open
	405	6:45 Open	Open	140	Closed	0.05	Closed	Open	•pen	Open	Open
	420	7:00 Open	Open	a la	Closed	41/10	Closed	Open	Open	Open	Open



Priority Area to Evacuate

2. SSWat40Spot - Partial Creek Avoidance Alt.

Results: 2 hours to evacuate 1,370 DU (3,206 vehicles) from the priority evacuation area of the Project 4.25 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt 1		Evac Pt. 1	Ridge Route Pt 2	Project Affordable Housing	Ridge Route Pt 3	Northlake Hills	Ridge Route Pt 4
Number of vehicles to evacuate fr	om critic:	al homes (in				1						
shaded area on map)			372	1,839	2,211		994	3,206	0	3,206	0	3,206
Number of lanes at evacuation po	int		1	2		1	1		2		1	
Vehicles per hour (vph) - no conge	estion		1,600	3,200		1	1,600		1,600		1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000		1	500		1,000		500	
Vehicles per 15 min			125	250		1	125		250		125	
Time limit			Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	No limit			No limit					
	_			Vehicle E	vacuation Shown	in 1	5 Minute Inter	vals				
			A	В	A+B=C		D	C+D=E	F	E+F=G	н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375	1	125	500	250	750	0	750
	30	Min	250	500	750	1	250	1,000	500	1,500	0	1,500
	45	Min	375	750	1,125	1	375	1,500	750	2,250	0	2,250
	60	Min	375	1,000	1,375	1	500	1,875	751	2,626	0	2,626
	75	Min	375	1,250	1,625	1	625	2,250	751	3,001	0	3,001
	90	Min	375	1,500	1,875	1	750	2,625	7 51	3,376	0	3,376
	105	Min	375	1,750	2,125	1	875	3,000	7 51	3,751	0	3,751
	120	Min	375	2,000	2,375	1	1,000	3,375	751	4,126	0	4,126
	135	Min	375	2,250	2,625	1	1,125	3,750	751	4,501	0	4,501
	150	Min	375	2,500	2,875	1	1,250	4,125	751	4,876	0	4,876
	165	Min	375	2,750	3,125	1	1,375	4,500	7 51	5,251	0	5,251
	180	Min	375	3,000	3,375	1	1,500	4,875	7 51	5,626	0	5,626
	195	Min	375	3,250	3,625	1	1,625	5,250	7 51	6,001	0	6,001
	210	Min	375	3,500	3,875		1,750	5,625	7 51	6,376	0	6,376
			1		1 405		1 075	6 000	 7.54	6 751	0	6 751
	225	Min	375	3,750	4,125		1,075	6,000	/ 5/	0,751	0	0,751
	225 240	Min Min	375 375	3,750	4,125		2,000	6,375	751	7,126	0	7,126
	225 240 255	Min Min Min	375 375 375	3,750 4,000 4,250	4,125 4,375 4,625		2,000	6,375 6,750	751	7,126 7,501	0	7,126 7,501

Increased Wind Speed (SSW direction) Partial Creek Avoidance Development Added

Narrative: Fire begins as spot fires west of the northbound I-5 under a SSW Wind at 40 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn NNE and spots over the SB I-5 impacting Ridge Route north of Evac Point 2 at 60 min (elapsed time). The fire spots over the SB I-5 south of Evac Point 3A at 90 min (elapsed time) continues to burn to the north to the north and south along the west side of the Project Site.

SSW Spot at 4	omph Partial Avo	ld	Evacuation	to the South						
	Evac Pt 1	EvacPt 2	Evac Pt. 3A	Evac Pt. 3B	Evac Pt. 3C	Route 0	Route 1	Route2	Route 3	Route
15	0:15 Open	Open	n/a	144	Open	Open	Open	Open	Open	Open
30	0:50 Open	Open	11/4	1.14	Open	Open	Open	Open	Open	Open
45	0:45 Open	Open	who.	ML .	Open	Open	Open	Open	Open	Open
60	1:00 Open	Орея	100	144	Closed	Closed	Open	Open	Open	Open
75	1:15 Open	Open	n/a	6.01	Closed	Closed	Open	Open	Open	Open
90	1:30 Open	Open	dia .	1.71	Closed	Closed	Open	Ореп	Open	Open
105	1:45 Open	Open	m/4	N/M	Closed	Closed	Open	Open	Open	Open
120	2:00 Open	Open	10/16	- 14	Closed	Closed	Open	Open	Open	Open
135	2:15 Open	Open	light .	101	Closed	Closed	Open	Open	Open	Open
150	2:30 Open	Open	n/=	638	Closed	closed	Open	Open	Open	Open
165	2:45 Open	Open	10/10	101	Closed	Closed	Open	Open	Open	Open
180	3:00 Open	Open	-74	1/4	Closed	Closed	Open	Open	Open	Open
195	3:15 Open	Орен	HEA.	NE .	Closed	Closed	Open.	Open	Open	Open
210	3:30 Open	Open	indui .	124	Closed	Closed	Open	Open	Open	Open
225	3:45 Open	Open	n/=	10/10	Closed	Closed	Open	Open	Open	Open
240	4:00 Open	Open	er/a	- la	Closed	Closed	Open	Open	Open	Open
255	4:15 Open	Open	-/-3	1	Closed	Closed	Open	Open	Open	Open
270	4:30 Open	Open	100	-/-	Closed	Closed	Open	Open	Open	Open
285	4:45 Open	Open	n/s	II/a	Closed	Closed	Open	Open	Open	Open
300	5:00 Open	Open	104	104	Closed	Closed	Open	Open	Open	Open
315	S:15 Open	Open	rsla -	tala-	Closed	Clased	Open	Open	Open	Open
330	S:30 Open	Open	mfa.	1.18	Closed	Closed	Open	Open	Open	Open
345	5:45 Open	Open	=/=	si/m	Closed	Closed	Open	Open	Open	Open
360	6:00 Open	Open	3476	1/4	Closed	Closed	Open	Open	Open	Open
375	6:15 Open	Open	19/16	1.54	Closed	Closed	Open	Open	Open	Open
390	6:30 Open	•pen	-H/W	11/1	Closed	Closed	Open	Open	Open	Open
405	6:45 Open	Open	12	6/8	Closed	Closed	Open	Open	Open	Open
420	7:00 Open	Open	1/2	1/4	Clesed	Closed	Open	Open	Open	Open



3. SSWat40Line - Previously Approved Plan

Results: 2 hours to evacuate 1,383 DU (3,236 vehicles) from the priority evacuation area of the Project 4.25 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

										Project				
					Ridge Route			Ridge Route		Affordable	Ridge Route		Northlake	Ridge Route
Description		-	EvacPt.3	Evac Pt. 2	Pt. 1		Evac Pt. 1	Pt. 2		Housing	Pt. 3		Hills	Pt. 4
Number of vehicles to evacuate			351	1,917	2,268		968	3,236		0	3,236	5.3	0	3,236
Number of lanes at evacuation po	bint		1	2	277		1			2			1	1.27
Vehicles per hour (vph) - no cong	estion		1,600	3,200			1,600			1,600	-	1	1,600	ंत
Vehicles per hour (vph) - with con	gestion		500	1,000	ंत्त		500			1,000	-		500	्त
Vehicles per 15 min			125	250			125			250	-		125	
Time limit			Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	No limit	No limit		No limit	No limit		No limit	No limit			No limit
C.		5	\$	Vehicle Ev	acuation Shov	n in	15 Minute Inte	rvals	-					-
			A	В	A+B=C		D	C+D=E		F	E+F=G		н	G+H=I
	15	Time Min	No. of Vehicles Passing Through Evac Pt. 3 125	No. of Vehicles Passing Through Evac Pt. 2 250	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1 375		No. of Vehicles Passing Through Evac Pt. 1 125	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2 500		No. of Vehicles from Project AH Passing through Ridge Rt south of B St 250	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3 750		No. of Vehicles from NH Passing Through Ridge Rt 0	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4 750
	30	Min	250	500	750		250	1,000		500	1,500		0	1,500
	45	Min	375	750	1,125		375	1,500		750	2,250		0	2,250
	60	Min	375	1,000	1,375		500	1,875		751	2,626		0	2,626
	75	Min	375	1,250	1,625		625	2,250		751	3,001		0	3,001
	90	Min	375	1,500	1,875		750	2,625		751	3,376		0	3,376
	105	Min	375	1,750	2,125		875	3,000		751	3,751		0	3,751
	120	Min	375	2,000	2,375		1,000	3,375		751	4,126		0	4,126
	135	Min	375	2,250	2,625		1,125	3,750		751	4,501		0	4,501
	150	Min	375	2,500	2,875		1,250	4,125		751	4,876		0	4,876
	165	Min	375	2,750	3,125		1,375	4,500		751	5,251		0	5,251
	180	Min	375	3,000	3,375		1,500	4,875		751	5,626		0	5,626
	195	Min	375	3,250	3,625		1,625	5,250		751	6,001		0	6,001
	210	Min	375	3,500	3,875		1,750	5,625		751	6,376		0	6,376
	225	Min	375	3,750	4,125		1,875	6,000		751	6,751		0	6,751
	240	Min	375	4,000	4,375		2,000	6,375		751	7,126		0	7,126
	255	Min	375	4,250	4,625		2,125	6,750		751	7,501		0	7,501
	270	Min	375	4.250	4,625		2,125	6,750		751	7.501		0	7.501

Increased Wind Speed (SSW direction) Line of Fire with Previously Approved Development

Narrative: Fire as a line of fire west of the northbound I-5 under a SSW Wind at 40 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn NNE and spots over the SB I-5 impacting Ridge Route north of Evac Point 2 at 60 min (elapsed time). The fire spots over the SB I-5 south of Evac Point 3A at 90 min (elapsed time) continues to burn to the north to the north and south along the west side of the Project Site.

SSW Line at 4	0 mph Approved		Evacuation	to the South						
	Evac Pt 1	Evac Pt2	Evac Pt. 3A	Evac Pt. 3B	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route
15	0:15 Open	Open	Open	ide.	AA/10-	Open	Open	Operi	Ogeli	Open
30	0:30 0pm	Open	Open	100	wie.	Орел	Open	Ореп	Open	Open
45	0:45 Open	Open	Open	inf it.	100	Open	Open	open	Open	Open
60	1:00 Open	Open	Closed	1914	1174.	Closed	Open	Open	Open	Open
75	1:15 Open	Open	Closed	101A.	=/a	Closed	Open	Ореп	Open	Open
90	1:30 Open	Dpen	Closed	inda."	11/04	Closed	Open	Open	Open	Open
105	1:45 Open	Open	Closed	ychu.	14/5	Closed	Byen	Open	Open	Open
120	2:00 Open	Open	Closed	side:	10/14	Closed	Open	Open	Open	Open
135	2:15 Open	Open	Closed	site.	11/A	Closed	Open	Open	Open	Open
150	2:30 Open	Open	closed	dia.	m/-3	Closed	Open	Ореп	Open	Open
165	2:45 Open	Open	Closed	101	and de	Closed	Open	Open	Open	Open
180	3:00 Open	Open	Closed	DIT N	Ref. III.	Closed	Open	Ореп	Open	Open
195	3:15 Open	Open	Closed	10.0	inter.	Closed	Open	Open	Open	Open
210	3:30 Opm	Opers	Closed	differ.	roufie	Closed	Open	Open	02(2)	Open
225	3:45 Oper	Open	Closed	14/10	1104	Closed	Dpen	Ореп	Open	Open
240	4:00 Opters	Орел	Closed	inter .	sil a	Closed	Open	Open	Open	Open
255	4:15 Open	Open	Closed	100	inter.	Closed	Apen	•pen	Open	Dpen
270	4:30 Open	Open	Closed	112	100	Closed	Open	Open	Open	Open
285	4:45 Open	Open	Closed	410	10.00	Closed	Прел	Open	Open	Open
300	5:00 Open	Open	Closed	10.4	and an	Closed	Open	Open	Open	Open
315	5:15 Open	Open	Closed	100	10/0	Closed	B pen	Open	Open	Open
330	5:30 Open	Open	Closed	n.ly.	ndw.	Closed	Open	Open	Osen	Open
345	5:45 Open	Open	Closed	indus"	1174	Closed	Open	Open	Ogen	Open
360	6:00 Open	Open	Closed	mild -	add.	Closed	Open	Open	Open	Open
375	6:15 Open	Open	Closed	1.10	1160	Closed	Open	Open	Open	Open
390	5:30 Open	Open	Ciosed	n.ia-	Ala	Closed	Opien	Open	Open	Open
405	6:45 Open	Open	Closed	107.00	MAG	Closed	Dpen	Open	Open	Open
420	7:00 0 20:00	Open	Ciosed	sala.	AAP IN	Closed	Open	Opers	Otten	Dpen



3. SSWat40Line - Creek Avoidance Alt.

Results: 1.5 hour to evacuate 1134 DU (2,653 vehicles) from the priority evacuation area of the Project 2.5 hours to evacuate entire Project 1,815 DU (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

-						_	-				_		
Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3		Northlake Hills	Ridge Route Pt. 4
Vehicles that need to evacuate			342	1,418	1,760		700	2,460	250	2,653		0	2,653
Number of lanes at evacuation po	oint		1	2			1		2			1	-
Vehicles per hour per lane (Vphp	l) - no cor	gestion	1,600	3,200			1,600		1,600			1,600	
Vehicles per hour per lane (Vphp) - with c	ongestion	500	1,000			500		1,000			500	-
Vehicles per 15 min			125	250			125		250			125	-
Time Limits		Closes at 60 Min, Ridge Route Pt 0 closes at 60 Min	No limit	No limit		No limit	No limit	No limit	No limit			No limi	
				Vehicle Ev	acuation Shov	vn in	15 Minute Inte	rvals					
	1		A	В	A+B=C		D	C+D=E	F	E+F=G		Н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375		125	500	250	750		0	750
	30	Min	250	500	750		250	1,000	386	1,386		0	1,386
	45	Min	375	750	1,125		375	1,500	386	1,886		0	1,886
	60	Min	375	1,000	1,375		500	1,875	386	2,261		0	2,261
	75	Min	375	1,250	1,625		625	2,250	386	2,636		0	2,636
	90	Min	375	1,500	1,875		750	2,625	386	3,011		0	3,011
	105	Min	375	1,750	2,125	-	875	3,000	386	3,386		0	3,386
	120	Min	375	2,000	2,375		1,000	3,375	386	3,761		0	3,761
	135	Min	375	2,250	2,625		1,125	3,750	386	4,136		0	4,136
	150	Min	375	2,500	2,875		1,250	4,125	386	4,511		0	4,511
	165	Min	375	2,500	2,875		1,250	4,125	386	4,511		0	4,511

Increased Wind Speed (SSW direction) Line of Fire with Creek Avoidance Development

Narrative: Fire as a line of fire west of the northbound 1-5 under a SSW Wind at 40 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn NNE and spots over the SB I-5 impacting Ridge Route north of Evac Point 2 at 60 min (elapsed time). The fire spots over the SB I-5 south of Evac Point 3A at 90 min (elapsed time) continues to burn to the north to the north and south along the west side of the Project Site.

W Lineat 4	0 mph Avoid		Evacuation	to the South						
	Evac Pt1	Evec Pt2	EvacPt.3A	Evac Pt.38	EvacPt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	Nia	Open	m/4	Open	Open	Open	Open	Open
30	0:30 Dpen	Open		Open	264	Open	Open	Open	Open	Open
45	0:45 Open	Орен	in An	Open		Open	Open	Open	Open	Open
60	1:00 Open	Open	100	Closed	100	Closed	Open	Open	Open	Open
75	1:15 Open	Open	394C	Closed		Closed	Open	Open	Open	Open
90	1:30 Open	Open	111/0.1	Closed	10.01	Closed	Open	Open	Open	Open
105	1:45 Open	Open	/A .	Closed	-/a	Closed	Open	Open	Open	Open
120	2:00 Open	Open	min.	Closed	1	Closed	Open	Open	Open	Open
135	2:15 Open	Open	with .	Closed	m/=	Closed	Open	Open	Open	Open
150	2:30 Open	Open	21/0.1	Closed	=/n	Closed	Cipen	Open	Daen	Open
165	2:45 Dpen	Open	10/0.1	Closed	а	Closed	Open	Open	Open	Open
180	3:00 Dpe.3	Open	11/0	Closed	1	Closed	Open	Open	Open	Open
195	3:15 Dpen	Open	1004	Closed	5 a	Closed	Open	Open	Open	Dpen
210	3:30 Open	Open		Closed		Closed	Open	Open	Open	Open
225	3:45 Dpen	Open	1000	Closed	-14.1 m	Closed	Open	Open	Open	Cipen
240	4:00 Open	Open	(0)(h)	Closed	-174	Closed	Open	Open	Open	Open
255	4:15 Open	Open	- 44,738 -	Closed	10.0	Closed	Open	Ореп	Open	Open
270	4:30 Open	Open	-10	Closed	ind a	Closed	Open	Open	Open	Dpen
285	4:45 Dpen	Open	1000	Closed	10.00	Closed	Ореп	Ореп	Open	Open
300	5:00 Dpen	Open	1000	Closed	10.74	Closed	Open	Open	Open	Open
315	3:15 Dpen	Opera	1941	Closed	1.9	Closed	Open	Open	Open	Open
330	5:30 Open	Operi	0/0	Closed	10.24	Closed	Open	Open	Open	Dpen
345	5:45 Open	Open	ei/a	Closed	nla	Closed	Open	Open	Oben	Open
360	6:00 Open	Open	10201	Closed	2074	Closed	Open	Open	Open	Open
375	6:15 Open	Open	TALK 1	Closed	100	Closed	Open	Open	Open	Open
390	6:30 Dpen	Open	10	Closed	3/3	Closed	Open	Open	Open	Open
405	6:45 Dnen	Open	100	Closed		Closed	Open	Ореп	Open	Open
420	7:00 00.00	OBED		Closed	10.04	Closed	EDet1	Open	Open	Open



Priority Area to Evacuate

3. SSWat40Line - Partial Creek Avoidance Alt.

Results: 2.25 hours to evacuate 1,485 DU (3,475 vehicles) from the priority evacuation area of the Project 4.25 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description Vehicles that need to evacuate Number of lanes at evacuation p Vehicles per hour per lane (Vphp Vehicles per hour per lane (Vphp Vehicles per 15 min	oint I) - no coi I) - with c	ngestion	Evac Pt. 3 375 1 1,600 500 125 Closes at 60 Min, Ridge Route Pt 0	Evac Pt. 2 2,000 2 3,200 1,000 250	Ridge Route Pt. 1 	Evac Pt. 1 1,100 1,600 500 125	Ridge Route Pt. 2 	Project Affordable Housing 2 1,600 1,000 250	Ridge Route Pt. 3 3,475 	Northlake Hills 0 1 1,600 500 125	Ridge Route Pt. 4 3,475
Time inite			closes at 60	hter lineit	No limit	Mar Emrit	Mar Karait	Alex linesia	No limit		
Time mits			10111	Vehicle Evac	uation Shown	in 15 Minute Inte	NU IIIII	NO IMIL	NO INTIL		
	1		A	B	A+B=C	D	C+D=E	F	E+F=G	н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1	No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375	125	500	250	750	0	750
	30	Min	250	500	750	250	1,000	500	1,500	0	1,500
	45	Min	375	750	1,125	375	1,500	750	2,250	0	2,250
	60	Min	375	1,000	1,375	500	1,875	751	2,626	0	2,626
	75	Min	375	1,250	1,625	625	2,250	751	3,001	0	3,001
	90	Min	375	1,500	1,875	750	2,625	751	3,376	0	3,376
	105	Min	375	1,750	2,125	875	3,000	751	3,751	0	3,751
	120	Min	375	2,000	2,375	1,000	3,375	751	4,126	0	4,126
	135	Min	375	2,250	2,625	1,125	3,750	751	4,501	0	4,501
	150	Min	375	2,500	2,875	1,250	4,125	751	4,876	0	4,876
	165	Min	375	2,750	3,125	1,375	4,500	751	5,251	0	5,251
	180	Min	375	3,000	3,375	1,500	4,875	751	5,626	0	5,626
	195	Min	375	3,250	3,625	1,625	5,250	751	6,001	0	6,001
	210	Min	375	3,500	3,875	1,750	5,625	751	6,376	0	6,376
	225	Min	375	3,750	4,125	1,875	6,000	751	6,751	0	6,751
	240	Min	375	4,000	4,375	2,000	6,375	751	7,126	0	7,126
	255	Min	275	4 250	4 625	2 125	6 750	751	7 501	0	7 501
	200		375	4,200	4,020	2,120	0,100		.,	, , , , , , , , , , , , , , , , , , ,	.,

Increased Wind Speed (SSW direction) Line of Fire with Partial CreekAvoidance Development

Narrative: Fire as a line of fire west of the northbound I-5 under a SSW Wind at 40 mph with the head fire moving to the northeast (branching to the north and south). At 30 min (elapsed time) fire spots over the NB I-5. The fire continues to burn NNE and spots over the SB I-5 impacting Ridge Route north of Evac Point 2 at 60 min (elapsed time). The fire spots over the SB I-5 south of Evac Point 3A at 90 min (elapsed time) continues to burn to the north to the north and south along the west side and moves to the east at the top of the Project Site.

SW Line at 4	a moh Partial Avoi	d	Evacuation	to the South						
	Evac Pt 1	Evac Pt 2	EvacPt.3A	Evac PL.38	Evac Pt. 3C	Control 0	Control 1	Control 2	Control 3	Control 4
15	0:15 Open	Open	also -		Open	Open	Open	Open	Open	Open
30	0:30 Open	Орел	11/2	w/s	Open	Open	Open	Open	Open	Open
45	0:45 Open	Open	-101	7/	Open	Open	Open	Open	Open	Open
60	1:00 Open	Open	100	n/a	Closed	Closed	Open	Dpen	Open	Open
75	1:15 Open	Ореп	DUA .	II/a	Closed	Closed	Open	Cipen	Open	Open
90	1:30 Open	Open	204		Closed	Closed	Open	Open	Open	Open
105	1:45 Open	Open	and a	in the second second	Closed	Closed	Open	Open	Open	Open
120	2:00 Open	Open	100	n/a	Closed	Closed	Open	Open	Open	Open
135	2:15 Open	Open	1124	m/a	Closed	Closed	Open	Open	Open	Open
150	2:30 open	Open	10.0		Closed	Closed	Open	Open	Open	Open
165	2:45 Open	Open	1121	n/a	Closed	Closed	Open	Dpen	Dpen	Open
180	3:00 Open	Open		110	Closed	Closed	Open	Open	Open	Open
195	3:19 OPen	Open	10.0		Closed	Closed	Open	Open	Open	Open
210	3:30 Open	Open	-3/5	n/a	Closed	Closed	Bpen	Open	Open	Open
225	3:45 Open	Open	Sala I	11/2	Closed	Closed	Open	Open	Open	Open
240	4:00 Open	Open	10.01	п/з	Closed	Closed	Open	Open	Open	Open
255	4:15 Open	Open	10.04		Closed	Closed	Open	Open	Open	Open
270	4:30 Open	Open	5	1/a	Closed	Closed	Open	Open	Open	Open
285	4:45 Open	Open	1/9	id a	Closed	Closed	Open	Open	Open	Open
300	5:00 Open	Open	3	in/in	Closed	Closed	Open	Open	Open	Open
315	5:15 Open	Open	-/a	n/a	Closed	Closed	Open	Open	Open	Open
330	5:30 @pen	Open	/1	4478	Closed	Closed	Open	Dpen	Open	Open
345	5:45 Open	Open	104	n/a	Closed	Closed	Dpen	Dpen	Open	Open
360	6:00 Open	Open	197A	1/2	Closed	Closed	Otten	Open	Open	Open
375	6:15 Open	Open	-	14	Closed	Closed	Open	Open	Open	Open
390	6:30 Open	Open	infa -	767%	Closed	Closed	Open	Open	Open	Open
405	6:45 Open	Open	10.0	1174	Closed	Closed	Open	Open	Open	Open
47.0	7:00 00#0	Open	10.04	10	Flosed	Closed	Daen	Boen	Onen	Oden



Priority Area to Evacuate

4. Sat40Line - Previously Approved Plan

Results: 3.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

						-			-	-		_		
Description Number of vehicles to evacu Number of lanes at evacuat Vehicles per hour (vph) - no	uate ion point congest	ion	Evac Pt. 3 1,655 1 1,600	Evac Pt. 2 3,310 2 3,200	Ridge Rt. Pt 1 4,965 		Evac Pt. 1 1,655 1 1,600	Ridge Rt. Pt 2 6,620 		Project Affordable Housing 751 2 1,600	Ridge Rt. Pt 3 7,371 		Northlake Hills 0 1.600	Ridge Rt. Pt 4
Vehicles per hour (vph) - with	th conges	stion	500	1,000		2 8	500			1,000	100		500	
Time limit			No limit	No limit	 No limit	8 8	No limit	 No limit		No limit	No limit		125	No limit
			NOmine	Vehicle	Evacuation Sh	lown	in 15 Minute Ir	tervals	-	NO MARK	NO INTIC	-		NOTIN
			A	В	A+B=C		D	C+D=E		F	E+F=G		н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2		No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375	Ő, J	125	500		250	750		0	750
	30	Min	250	500	750	ĵ,	250	1,000		500	1,500		0	1,500
	45	Min	375	750	1,125		375	1,500		750	2,250		0	2,250
	60	Min	500	1,000	1,500	8 3	500	2,000		751	2,751		0	2,751
	75	Min	625	1,250	1,875		625	2,500		751	3,251		0	3,251
	90	Min	750	1,500	2,250		750	3,000		751	3,751		0	3,751
	105	Min	875	1,750	2,625		875	3,500		751	4,251		0	4,251
	120	Min	1,000	2,000	3,000		1,000	4,000		751	4,751		0	4,751
	135	Min	1,125	2,250	3,375		1,125	4,500		751	5,251		0	5,251
	150	Min	1,250	2,500	3,750		1,250	5,000		751	5,751		0	5,751
,	165	Min	1,375	2,750	4,125		1,375	5,500		751	6,251		0	6,251
	180	Min	1,500	3,000	4,500		1,500	6,000		751	6,751		0	6,751
2	195	Min	1,625	3,250	4,875	2 3	1,625	6,500	k - 1	751	7,251		0	7,251
	210	Min	1,750	3,500	4,875		1,750	6,625		751	7,376		0	7,376
-	225	Min	1,750	3,500	4,875	<u> </u>	1,750	6,625	<u> </u>	751	7,376		0	7,376

Wind Speed 40 mph (S direction) with Previously Approved Development

Narrative: Fire as a line of fire west of the northbound I-5 under a South Wind at 40 mph with the head fire moving to the north (branching to the west but holding at the freeway on the east). The wind direction and location of the fire does not have a high probability of spotting over the freeway in the vicinity of the Project Site. The program did not provide spots and they were not added manually.

South Lineat	40 mph Approved		Evacuation	to the South						
	Evac Pt1	Evac Pt2	Evac Pt. 3A	Evac Pt.38	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	Open	index.	ale	Open	Open	Open	Ogen	Open
30	0:30 Open	Open	Open	món .	1170	Open	Open	Open	Open	Open
45	0:45 Open	Open	Open	10.44	Salle I	Open	Open	Open	Open	Open
60	1:00 Open	Open	Dpen	1979	201	Dpen	Open	Open	Open	Open
75	1:15 Open	Open	Орел	(mata)	10.04	Open	Open	Open	Орел	Open
90	1:30 Open	Open	Open	1972	10.76	Open	Open	Open	Open	Open
105	1:45 Open	Dpen	Open	miles .	1004	Open	Open	Open	Open	Open
120	2:00 Open	Open	Open	1000	10.00	Open	Open	Open	Open	Open
135	2:15 Open	Open	Open	wither .	- Gri	Open	Open	Open	Open	Open
150	2:30 Open	Open	Open		214	Open	Open	Open	Орея	Орел
165	2:45 Open	Open	Open	144	10/10	Open	Open	Open	Open	Open
180	3:00 Open	Open	Open	1000	10.4	Open	Open	Open	Open	Open
195	3:15 Open	Open	Open	24/10	ale :	Open	Open	Open	Open	Open
210	3:30 Open	Open	Open		mbri .	Open	Open	Open	Open	Open
225	3:45 Open	Open	Open	15/34-	20(10)	Open	Open	Орал	Open	Open
240	4:00 Open	Open	Open	144	-14	Open	Open	Open	Open	Open
255	4:15 Open	Open	open	mpa.	m' 3	Ореп	Open	øpen	Open	Open
270	4:30 Open	Open	Open	mbr.	11/4	Open	Open	Open	Open	Open
285	4:45 Open	Open	Open	1988	Tel a	Open	Open	Open	Open	Open
300	5:00 Open	Open	Open	n/a	100.0	Open	Open	Open	Open	Open
315	5:15 Open	Open	Open	11/13	mile 1	Open	Open	Open	Open	Open
330	5:30 Open	Open	Open	Phillippi .	10-ENI	Open	Open	Open	Open	Open
345	5:45 Open	Open	Open	TAR:		Open	Open	Open	Open	Open
360	6:00 Open	Open	Open			Open	Open	Open	Open	Open
375	6:15 Open	Oliten	Dpen	n/a	10.0	Open	Open	Open	0001	Open
390	6:30 Open	Open	Dpen	10	inder.	Open	Ogen	Open	Open	Open
405	6:45 Open	Open	Open	1001	n."	Open	Ogen	Open	Open	Open
42.0	7:00 Open	Open	Open	000	11/2	Open	Open	Open	Open	Open



4. Sat40Line - Creek Avoidance Alt.

Results: 2 hours to evacuate entire Project 1,815 DU (4,247 vehicles)

				N. V			R. 5	1			-			
Description			Evac Pt. 3	Evac Pt. 2	Ridge Rt. Pt 1		Evac Pt. 1	Ridge Rt. Pt 2		Project Affordable Housing	Ridge Rt. Pt		Northlake Hills	Ridge Rt. Pt 4
Number of vehicles to evacuate			965	1,931	2,896	1	965	3,861		386	4,247		0	4,247
Number of lanes at evacuation po	int		1	2			1	14		2	54 4		1	
Vehicles per hour (vph) - no cong	estion		1,600	3,200	: 970		1,600		-	1,600	1.50		1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000			500	:#	2	1,000	14	1	500	-
Vehicles per 15 min			125	250	(c)		125	(4	0	250			125	
Time limit			No limit	No limit	No limit	1	No limit	No limit		No limit	No limit			No limit
	_		19	Vehicle Ev	acuation Shov	vn in	15 Minute Inte	rvals						0
			A	В	A+B=C		D	C+D=E		F	E+F=G		Н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through EvacPt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1	8.1 1	No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2		No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375	a (125	500		250	750		0	750
	30	Min	250	500	750	ε.	250	1,000		386	1,386		0	1,386
	45	Min	375	750	1,125		375	1,500		386	1,886		0	1,886
	60	Min	500	1,000	1,500	a - 1	500	2,000		386	2,386		0	2,386
	75	Min	625	1,250	1,875	а - I	625	2,500		386	2,886		0	2,886
	90	Min	750	1,500	2,250		750	3,000		386	3,386		0	3,386
	105	Min	875	1,750	2,625	5	875	3,500		386	3,886		0	3,886
	120	Min	1,000	2,000	3,000		1,000	4,000		386	4,386		0	4,386
	135	Min	1,000	2,000	3,000	()	1,000	4,000		386	4,386		0	4,386

Wind Speed 40 mph (S direction) with CreekAvoidance Development

Narrative: Fire as a line of fire west of the northbound I-5 under a South Wind at 40 mph with the head fire moving to the north (branching to the west but holding at the freeway on the east). The wind direction and location of the fire does not have a high probability of spotting over the freeway in the vicinity of the Project Site. The program did not provide spots and they were not added manually.

South LI	neat40m	ph Avoid		Evacuation t	to the South						
		Evac Pt1	Evac Pt 2	Evac Pt 3A	Evac Pt.38	Evac Pt.3C	Route 0	Route 1	Route 2	Route 3	Route 4
	15 0	:15 Open	Open	167.8	Open	-10/40	Open	Open	OPen	Open	Open
	30 0	:30 Open	Open	1954	Open	100	Open	Open	Open	Open	Open
	45 0	:45 Open	Open	n/a	Open	1994	Open	Open	Open	Open	Open
	6-0 1	:00 Open	Open	n/a	Open	-101	Open	Open	Open	Open	Open
	75 1	:15 Open	Open	m/all	Open	media.	Open	Open	Open	Open	Open
	90 1	:30 Open	Open	-101	Open	776	Open	Open	Open	Open	Open
1	05 1	:45 Open	Open	rv/a	Open	10.00	Open	Open	Open	Open	Open
1	20 2	:00 Open	Open	mbi:	Open	77.0	Open	Open	Open	Open	Open
1	35 2	15 Open	Open	n/a	Open	and a second	Open	Open	Open	Open	Open
1	50 2	:30 Open	Open	mfa	Open		Open	Open	Open	Open	Open
1	65 Z	:45 Open	Open	n/a	Open	10.1	Open	Open	Open	Open	Орел
1	е 08	:00 Open	Open	n/a	Dpen	NIK	Open	Open	Open	Open	Орел
1	95 3	:15 Open	Open	n/a	Open	10.8	Open	Open	Open	U p en	Open
2	10 3	:30 Open	Open	nta	Open		Open	Open	Open	Open	Open
2	25 3	:45 Open	Open	n/a	Open	-/a	Open	Open	Open	Open	Open
2.	40 4	:00 Open	Open	n/a	Dpen	10	Open	Open	Open	Open	Open
2	55 4	:15 Oper-	Open	n/=	Open	11.10	Open	Open	Open	Open	Open
2	70 4	:30 Open	Open	infa .	Open	100	Open	Open	Open	Open	Open
2	85 4	:45 Open	Open	10.0	Open	174.18	Open	Open	Open	Open	Open
3	00 5	:00 Open	Open	1459	Dpen	-0/-	Open	Open	Open	Open	Орел
3	15 5	:15 Open	Open	n a	Dpen		Open	Open	Open	Open	Open
3	30 5	:30 Open	Open	n/m	Open	10,00	Open	Open	Open	Open	Open
з	45 5	:45 Open	Open	n/#	Open	1948	Open	Open	Dpen	Open	Open
э	60 6	:00 Open	Open	nla	Dpen	10.0	Орел	Open	Open	Open	Open
3	75 6	:15 Open	Open	n/a	Open	10.04	Ореп	Open	Open	Орел	Quen
3	90 6	30 Open	Open	11/1	Open	-1/10	Open	Open	Open	Open	Open
4	05 6	:45 Open	Dpen	ma.	Open	/a	Open	Open	Open	Open	Open
			-							-	



B-25

4. Sat40Line - Partial Creek Avoidance Alt.

Results 3 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)

Description Number of vehicles to evacuate Number of lanes at evacuation p Vehicles per hour (vph) - no con Vehicles per hour (vph) - with co Vehicles per 15 min Time limit	point gestion ngestion		Evac Pt. 3 1,655 1 1,600 500 125 No limit	Evac Pt. 2 3,310 2 3,200 1,000 250 No limit	Ridge Route Pt. 1 4,965 No limit		Evac Pt. 1 1,655 1 1,600 500 125 No limit	Ridge Route Pt. 2 6,620 No limit	Project Affordable Housing 751 2 1,600 1,000 250 No limit	Ridge Route Pt. 3 7,371 No limit	Northlake Hills 0 1 1,600 500 125	Ridge Route Pt. 4 7,371 No limit
				Vehicle Ev	acuation Show	vnin	15 Minute Inte	ervals				
			Α	В	A+B=C		D	C+D=E	F	E+F=G	Н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375		125	500	250	750	0	750
	30	Min	250	500	750		250	1,000	500	1,500	0	1,500
	45	Min	375	750	1,125		375	1,500	750	2,250	0	2,250
	60	Min	500	1,000	1,500		500	2,000	751	2,751	0	2,751
	/5 90	Min	625	1,250	1,875		625	2,500	751	3,251	0	3,251
	105	Min	875	1,500	2,230		875	3,500	751	4 251	0	4 251
	120	Min	1.000	2,000	3.000		1.000	4.000	751	4,751	0	4,251
	135	Min	1,125	2,250	3,375		1,125	4,500	751	5,251	0	5,251
	150	Min	1,250	2,500	3,750		1,250	5,000	751	5,751	0	5,751
	165	Min	1,375	2,750	4,125		1,375	5,500	751	6,251	0	6,251
	180	Min	1,500	3,000	4,500		1,500	6,000	751	6,751	0	6,751
	195	Min	1,625	3,250	4,875		1,625	6,500	751	7,251	0	7,251
	210	Min	1,750	3,500	5,250		1,750	7,000	 751	7,751	0	7,751
	225	Min	1,750	3,500	5,250		1,750	7,000	751	7,751	0	7,751

<13 (N)

Wind Speed 40 mph (S direction) with Partial CreekAvoidance Development

Narrative: Fire as a line of fire west of the northbound I-5 under a South Wind at 40 mph with the head fire moving to the north (branching to the west but holding at the freeway on the east). The wind direction and location of the fire does not have a high probability of spotting over the freeway in the vicinity of the Project Site. The program did not provide spots and they were not added manually.

	Evac Pt. 1 Evac Pt. 2 Evac Pt. 3C	Time to Impassi No Limit No Limit
	Evac Pt. 1 Evac Pt. 2 Evac Pt. 3C	No Limit No Limit
NE SB	Evac Pt. 2 Evac Pt. 3C	No Limit
	Evac Pt. 3C	No Limit
(1, 1, 1) + (1, 1)	1 1 1 1	NO LITTIL
	7 7 7	S. S. S. M.
	Sec. 1	and the second s
Evac Pt. 3	BC 1	C 👘
	1 1 1	. 3.1
A A A A A A A A A A A A A A A A A A A	1 1 1	(it the
A A A A A A A A A A A A A A A A A A A		
	1.1.1	
	ille it is	2
	1 1 1/18	
Koute et. o).]	÷ •
	41 123	
	Evac Pt. 2	F
	· · · ·	/Y
Jute 4	(V)	λ
pen INSTRUCTION AND A PARTY IN THE PARTY I	· · · · XI	(-)
Route Pt. 1	Evac Pt. 1	L.
	1 1 1 1 5	115
	1	
Sen State Pt / Route Pt /	x x + +)]	1 1 1 - 1
	11141	1 2 1 1 1
	Parn	
	1 have	
Route P	1.3 1/201	
	· here	
		de
	LACYZ	1 2
in the second state of the	-X 4my	11 124 1
		1 2/1 1
	Route Pt. 4.	1 2.6
	EIT	1-11
		111
aen er	THE THE	Proston 1

South Lineat	40 mph	Partial Avo	bld	Evacuation	to the South						
		Evac Pt 1	Evac Pt2	Evac Pt. 3A	Evac Pt. 3 B	Evac Pl. 3 C	Route G	Route 1	Route 2	Route3	Route 4
15	0:15	Open	Ореп	18/18	with .	Open	Open	Open	Open	Open	Open
30	0:30	Open	Open	4/4	10/4	Open	Open	Open	Open	Open	Open
45	0:45	Open	Open	124	196	Open	Open	Open	Open	Open	Open
60	1:00	Open	Open	.Hta	11674	Open	Open	Open	Орап	Open	Open
75	1:15	Open	Open	n/a	n/a	Open	Open	Open	Open	Open	Open
90	1:30	Open	Open	(1) @)#/a	Open	Open	Open	Open	Open	Open
105	1:45	Open	Open	-1/a	-/a	Open	Open	Open	Open	Open	Open
120	2:00	Open	Open	n/a	11/2	Open	Open	Open	Open	Ozen	Open
135	2:15	Open	Open	7/-	7024	Open	Open	Open	Open	Open	Open
150	2:30	Open	Open	0/2	n/a	Open	Open	Open	Open	Open	Open
165	2:45	Open	Open	11/2	1024	Open	Open	Open	Open	Open	Open
180	3:00	Open	Open	n/-	124	Open	Open	Open	Open	Open	Open
195	3:15	Open	Open	/a	n/a	Open	Open	Open	Open	Open	Open
210	3:30	Open	Open	nla	0.94	Open	Open	Open	Open	Open	Open
225	3:45	Open	Open	n/a	r/a	Open	Open	Open	Open	Open	Open
240	4:00	Open	Open	n/a	n/a	Open	Open	Ореп	Open	Open	Open
255	4:15	Open	Open	1974	r./	Open	Open	Open	Open	Open	Open
270	4:30	Open	Open	11/1	1978	Open	Open	Open	Ореп	Open	Open
285	4:45	Open	Open	ula	_/_d	Open	Open	Open	Open	Open	Open
300	5:00	Open	Open	0/=	n/=	Open	Open	Open	Open	Open	Open
315	5:15	Орал	Open	n/a	n/a	Open	Open	Open	Open	Open	Open
330	5:30	Open	Open	(4)/10	r./a	Open	Open	Open	Open	Open	Open
345	5:45	Open	Open	/ =	n/a	Open	Open	Open	Орап	Open	Open
360	6:00	Open	Open	11/2	141,708	Open	Open	Open	Open	Open	Open
375	6:15	Open	Open	n/a	r a	Open	Open	Open	Open	Open	Open
390	6:30	Open	Open	n/a	m/a	Open	Ореп	Open	Open	Open	Open
405	6:45	Open	Open	0/2	0/11	Open	Open	Open	Open	Open	Open
420	7:00	Open	Open	10/10	-14	Open	Open	Open	Open	Open	Ogen

5. FreewaySpotsat40 - Previously Approved Plan

Results: 2.5 hours to evacuate 822 DU (1,924 vehicles) from the priority evacuation area of the Project 3.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

	ojoet o	,200 00 (,,,0,2,1	criteres/						 		_		
Description			Evac Dt. 2	Evac Dt. 2	Ridge Route		Evec Bt. 1	Ridge Route	Project Affordable	Ridge Route		Northlake	Ridge Route
Number of vehicles to every state			EVAL FL 3	EVAL FL 2	1 492		EVAC PL. 1	1024	Housing	PL 3	13	HIIIS	FL.4
Number of lenges at evaluation po	int		404	397	1,402		442	1,924		1,924	0	1	1,924
Vehicles per hour (uph) - pe cong	un.		1 600	2 200			1 600		1 600			1 600	
Vehicles per hour (vph) - no conge	stion		1,000	3,200			1,000		1,000			1,000	
Venicles per hour (vpn) - with con	gestion		105	1,000			125		1,000			105	
Venicies per 15 min			Closes at 30	250 Closes at 30	Closes at 30		Closes at 30	Closes at 30	Closes at 30	Closes at 30	1	125	
			Min. reopens	Min. reopens	Min. reopens		Min. reopens	Min. reopens	Min. reopens	Min. reopens			1
Time limit			at 120 Min	at 120 Min	at 120 Min		at 120 Min	at 120 Min	at 120 Mir	at 120 Min			No limi
				Vehicle Ev	acuation Show	vn in	15 Minute Inte	rvals					
			A	В	A+B=C		D	C+D=E	F	E+F=G		н	G+H=I
					Total No. of								Total No. of
					Vehicles			Total No. of		Total No. of		1	Vehicles
					from Evac			Vehicles	No. of	Vehicles			from Evac
					Pt. 3 and			from Evac	Vehicles	from Evac		No. of	Pts. 3, 2, 1,
			No. of	No. of	Evac Pt. 2		No. of	Pts. 3, 2 & 1	from Project	Pts. 3, 2, 1, &		Vehicles	AH, NH
			Venicles	Venicles	Passing		Venicles	Passing	AH Passing	AH Passing		From NH Receipe	Passing
			Through	Through	Ridge Dt Dt		Through	Ridge Rt Pt	Ridge Rt	Ridge Rt Pt		Through	Didge Bt Dt
		Time	Evac Pt.3	Evac Pt. 2	1		Evac Pt. 1	2	south of B St	3		Ridae Rt	4
	15	Min	125	250	375		125	500	250	750		0	750
	30	Min	125	250	375		125	500	250	750		0	750
	45	Min	125	250	375		125	500	250	750		0	750
	60	Min	125	250	375		125	500	250	750		0	750
	75	Min	125	250	375		125	500	250	750		0	750
	90	Min	125	250	375		125	500	250	750		0	750
	105	Min	125	250	375		125	500	250	750		0	750
	120	Min	250	500	750		250	1.000	500	1,500		0	1.500
	135	Min	375	750	1,125		375	1.500	750	2,250		0	2,250
	150	Min	500	1,000	1,500		500	2,000	751	2,751		0	2.751
	165	Min	625	1,250	1.875		625	2,500	751	3,251		0	3.251
	180	Min	750	1,500	2,250		750	3,000	751	3,751		0	3.751
	195	Min	875	1.750	2,625		875	3,500	751	4,251		0	4.251
	210	Min	1.000	2,000	3.000		1.000	4,000	751	4,751		0	4,751
	225	Min	1,125	2,250	3,375		1,125	4,500	751	5,251		0	5.251
	240	Min	1 250	2,500	3,750		1,120	5,000	751	5,251		0	5 751
	255	Min	1,375	2,750	4,125		1,375	5,500	751	6,251		0	6.251
	270	Min	1 500	3,000	4,500		1 500	6,000	751	6 751		0	6 751
	295	Min	1,500	3,250	4,500		1,500	6,500	751	7 251		0	7 251
	300	Min	1,025	3,230	5 250		1,023	7,000	751	7 751		0	7,251
	315	Min	1,750	3,500	5,250		1,750	7,000	751	7,751		0	7,751
	J 315	IVIII	1,750	3,500	5,250		1,750	7,000	/51	1,/51		0	1,751

Spot Fire off Freeway NB (Wind S direction @ 40 mph) with Previously Approved Development

Narrative: Fire begins as a series of spot fires on the SB I-5 north of the NB/SB crossover. The fires is driven by a South wind at 40 mph. The fire was made to spot over Ridge Route in 30 min. It was made to spot again in another 30 min (60 min. elapsed time) to the north and a final time in another 30 min. (90 min. elapsed time). No flame propagation within the development area occurs. Ridge Route will be impacted for approximately 90 minutes for all Evac Points beginning 30 min into the scenario. Once the fire has passed this impact points, all Evac Points will reopen and remain open.

ree	way 5pot	at 40mph Approv	ed	Evacuation	to the South						
		Evac Pt 1	Evac Pt 2	Evac Pt. 3A	Evac Pt. 3B	Evac Pt. 3C	Route 0	Route 1	Route2	Route 3	Route 4
	15	0:15 Open	Open	Open	174	004	Open	Doen	Open	(Capiter 1)	Open
	30	0:30 Closed	Closed	Closed	0.78	NUR.	Closed	Closed	Closed	Closed	Open
	45	0:45 Closed	Closed	Closed	10.64	nie-	Closed	Closed	Blosed	Closed	Open
	60	1:00 Closed	Closed	Closed	11/4	1110	Closed	Closed	Closed	Closed	Open
	75	1:15 Closed	Closed	Closed	1/2	rikc .	Closed	Closed	Closed	Closed	Open
	90	1:30 Closed	Closed	Closed	144	104	Closed	Closed	Closed	Closed	Cipien .
	105	1:45 Closed	Closed	Closed	111	0.1a	Closed	Closed	Closed	Closed	apon
	120	2:00 Operi	Open	Open	10.0		Орел	Open	Open	Open	Open
	135	2:15 Open	Opēn	Open	112	F1.4	Open	Open	Open	Open	Open
	150	2:30 Open	Open	Open	II/a	1946	OPen	Open	Open	Open	Open
	165	2:45 Open	Open	Open	m/a	1119	Open	Open	Opeti	Open	Open
	180	3:00 Open	Open	Open	n/a	10.00	Open	OPen	Open	Open	Open
	195	3:15 Open	Open	Open	n/a	104	Open	Open	Open	Open	Open
	210	3:30 Open	Open	Open	n/a	Hele.	Open	Open	Open	Opert	Open
	225	3:45 Open	Open	Open	n/a	nia -	Open	Opten	Open	Open	Open
	240	4:00 Open	Open	Open	n/a	1579	(Gp=0)	Open	Open	(Donn)	Open
	255	4:15 Open	Open	Open	n/a	10.6	Opelli	Open	Open	Cares	Denti
	270	4:30 Open	Open	Open	n/a	1/4	dipen:	Open	Open	(Ciphere)	Open
	285	4:45 Open	Open	Open	n/a	100	Openi	Open	Open	Operi	cipeu -
	300	5:00 Open	Open	Open	n/a	104	Open	Open	Open	Open	Open
	315	5:15 Open	Open	Open	n/a	hills.	Open	Open	Open	Open	Open
	330	5:30 Open	Open	Open	n/a	indu:	Open	Open	Орел	Open	Open
	345	5:45 Open	Open	Open	n/a	infa.	Open	Open	Operi	Open	Open
	360	6:00 Open	Open	Open	-/a	100	Open	Open	Open	Орел	Open
	375	6:15 Open	Open	Open	1/2	M/IC	Open	<pre>epen</pre>	Open	Open	Open
	390	6:30 Open	Open	Open	1/a		Open	Open	Open	Open	Open
	405	6:45 Open	Open	Upen	110	191	Open	Open	Open	(3pen	Open
	420	7:00 Open	Open	Open	104	nds'	Open	Open	Operi	Open	Open



5. FreewaySpotsat40 - Creek Avoidance Alt.

Results: 3.25 hours to evacuate 910 DU (2,129 vehicles) from the priority evacuation area of the Project 4.5 hours to evacuate entire Project 1,815 DU (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

	0,000 1 010 00 (4 247 0	chiclesj									 	
Description		Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2		Project Affordable Housing	Ridge Route Pt. 3	Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate		122	1,119	1,241		792	2,033		97	2,129	0	2,129
Numberof lanes at evacuation poi	nt	1	2			1			2		1	
Vehicles per hour (vph) - no conge	estion	1,600	3,200			1,600			1,600		1,600	
Vehicles per hour (vph) - with cong	gestion	500	1,000			500			1,000		500	
Vehicles per 15 min		125	250			125			250		125	-
Time limit		Closes at 30 Min	Closes at 30 Min, reopens at 150 Min	Closes at 30 Min, reopens at 120 Min		Closes at 30 Min, reopens at 120 Min	Closes at 30 Min, reopens at 120 Min		Closes at 30 Min, reopens at 120 Min	Closes at 30 Min, reopens at 120 Min		No limit
			Vehicle Ev	acuation Show	/n in	15 Minute Inte	rvals					
		A	В	A+B=C		D	C+D=E		F	E+F=G	Н	G+H=I
	Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2		No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15 Min	125	250	375		125	500		250	750	0	750
	30 Min	125	250	375		125	500		250	750	0	750
	45 Min	125	250	375		125	500		250	750	0	750
	60 Min	125	250	375		125	500		250	750	0	750
	75 Min	125	250	375		125	500		250	750	0	750
	90 Min	125	250	375		125	500		250	750	0	750
	105 Min	125	250	375		125	500		250	750	0	750
	120 Min	125	250	375		250	625		386	1,011	0	1,011
	135 Min	125	250	375		375	750		386	1,136	0	1,136
	150 Min	125	500	625		500	1,125		386	1,511	0	1,511
	165 Min	125	750	875		625	1,500	Π.	386	1,886	0	1,886
	180 Min	125	1,000	1,125		750	1,875		386	2,261	0	2,261
	195 Min	125	1,250	1,375		875	2,250		386	2,636	0	2,636
	210 Min	125	1,500	1,625		1,000	2,625		386	3,011	0	3,011
	225 Min	125	1,750	1,875		1,125	3,000		386	3,386	0	3,386
	240 Min	125	2,000	2,125		1,250	3,375		386	3,761	0	3,761
	255 Min	125	2,250	2,375		1,375	3,750		386	4,136	0	4,136
	270 Min	125	2,500	2,625		1,500	4,125		386	4,511	0	4,511
	285 Min	125	2,500	2,625		1,500	4,125		386	4,511	0	4,511

Spot Fire off Freeway NB (Wind S direction @ 40 mph) with Creek Avoidance Development

Narrative: Fire begins as a series of spot fires on the SB I-5 north of the NB/SB crossover. The fires is driven by a South wind at 40 mph. The fire was made to spot over Ridge Route in 30 min. It was made to spot again in another 30 min (60 min. elapsed time) to the north and a final time in another 30 min (90 min. elapsed time). Ridge Route will be impacted for approximately 90 minutes for all Evac Points beginning 30 min into the scenario. Once the fire has passed this impact points, all Evac Points will reopen and remain open.

Freeway Spot	t at 40 mph Avold		Evacuation	to the South						
	Evac Pt 1	Evac Pt 2	Evac Pt. 3A	Evac Pt. 3B	Evac Pt 3C	RouteO	Route 1	Routez	Route 3	Route
15	0:15 Open	Open	102	Open	ON/IC	Open	Open	Open	Open	Open
30	0:30 Closed	Closed	infe	Closed	11/2	Closed	Closed	Closed	Closed	Open
45	0:45 Closed	Closed	Adda	Closed	100	Closed	Closed	Closed	Closed	Open
60	1:00 Closed	Closed		Closed	100	Closed	Closed	Closed	Closed	Open
75	1:15 Closed	Closed		Closed	alic	Closed	Closed	Closed	Closed	Open
90	1:30 closed	Closed	rule.	Closed	dark.	Closed	Closed	Closed	Closed	Орел
105	1:45 Closed	Closed		Closed	1966	Closed	Closed	Closed	Closed	Open
120	2:00 Open	Closed	1014	Closed	100.00	Closed	Open	Open	Oper	Open
135	2:15 Open	Closed		Closed	100	Closed	Open	Open	Open	Open
150	2:30 Open	Open	Artic	Closed	13.54	Closed	Open	Open	Open	Open
165	2:45 Open	Open		Closed	-1./m	closed	Open	Open	Open	Open
180	3:00 Open	Open		Closed	104	Closed	Open	Open	Open	Open
195	3:15 Open	Open		Closed	10.08	Closed	Open	Open	Open	Open
210	3:30 Open	OPen		Closed		Closed	Open	Open	Open	Open
225	3:45 Open	Open	100	Closed	10.58	Closed	Open	Open	Open	Open
240	4:00 @pen	Open		Closed	0.00	Closed	Open	Open	Open	Open
255	4:15 Open	Open	100	Closed	110	Closed	Open	Open	Open	Open
270	4:30 Open	Open		Closed		Closed	Opun	Open	Open	Open
285	4:45 Open	Open	10.0	Closed		Closed	Open	Open	Ореп	Open
300	5:00 Open	Open		Closed	110	Closed	Open	Open	Open	Open
315	5:15 Open	Open		Closed	RUN	Closed	Open	Open	Open	Open
330	5:30 Open	Open		Closed		Closed	Open	Open	Open	Open
345	\$:45 Open	Open	n/a	Closed	10.0	Closed	Open	Open	Open	Open
360	6:00 Open	Open	n/a	Closed	100	Closed	Open	Open	Open	Open
375	6:15 Open	Open	estal.	Closed	101	Closed	Open	Open	Open	Open
390	6:30 Open	Open		Closed	9.24	Closed	Open	Open	Open	Open
405	6:45 Open	Open	Na	Closed	and a	Closed	Open	Open	Open	Open
470	7:00 Open	Dawn		Closed		closed	Open	Onen	Onen	Onet



An early shelter in place order is likely with evacuation after the fire front has cleared Evac Pt. 1 and Route Pts 2 and 3.

Priority Area to Evacuate

5. FreewaySpotsat40 - Partial Creek Avoidance Alt.

Results: 2.75 hours to evacuate 1,132 DU (2,649 vehicles) from the priority evacuation area of the Project 5 hours to evacuate entire Project 3,150 DU (7,371 vehicles) Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Biscription Evac PL 3 Evac PL 3 Ridge Route PL 1 Ridge Route PL 3 Ridge Route PL 3 Ridge Route PL 3 Northalse PL 4 Ridge Route PL 3 Northalse PL 3 Ridge Route PL 3 Northalse PL 3 Northals	FIDJECT 5 HOURS TO EVALUATE EN	LILE FIU	ect 3 130 D0 (7	STI Vernicies			_			_				
Description Evac Pt.3 Evac Pt.3 Evac Pt.3 Evac Pt.3 Pt.1 Pt.3						Didge Doute			Didge Doute		Project	Didge Doute	Northlaka	Didge Deute
Description Lear PL2 Lear PL3 Line and Vehicles to evacuate Line and Vehicles to evacuate <thline and="" evacuate<="" th="" to="" vehicles=""> Line and Vehicle</thline>	Decoration			Evac Bt 3	Evac Bt 2	Pt 1		Evac Pt 1	Pt 2		Housing	Pt 3	Hills	Pt 4
Values of values as evaluation point 1 2 3 2,403 1 - Values of values as evaluation point 1,600 3,200 - 1 - 1,600 - 1,20 - 1,20 - 1,20 - 1,20 - 1,20 - 1,20 - - 1,20 - 1,20 - - 1,20 - 1,20 - - 1,20 - - 1,20 - - 1,20 - <	Number of vehicles to evenueto			EVAC FL J	EVac FL.2	1 966		506	2 462		1003119	2 6 4 9	1111.5	2640
Values Product (ph)	Number of lance at avecuation pain	+		1	1,233	1,000		1	2,402		100	2,045	1	2,045
Values per too (rph) Values pe	Vehicles per bour (upb) po consec	tion		1 600	2 200			1 600			1 600		1.600	
values per tod (vpl.)r. wind volgesoon 200 1000 200 1000 200 1000 200 10000 10000 1000	Vehicles per hour (vph) - no conges	stion		1,000	3,200			1,000			1,000		1,000	
Venticies per 20 mm Closes at 20 Min Min Min <t< td=""><td>Vehicles per flour (vpri) - with conge</td><td>suon</td><td></td><td>125</td><td>1,000</td><td></td><td></td><td>125</td><td></td><td></td><td>1,000</td><td></td><td>125</td><td></td></t<>	Vehicles per flour (vpri) - with conge	suon		125	1,000			125			1,000		125	
Imin Imin response Min Respo	Venicles per 15 min			Closes at 30	Closes at 30	Closes at 30		Closes at 30	Closes at 30	1.7	Closes at 30	Closes at 30	125	
Time limit at 120 Min At 120				Min, reopens	Min, reopens	Min, reopens		Min, reopens	Min, reopens		Min, reopens	Min, reopens		
Vehicle Evacuation Shown in 15 Minute Intervation Image: Colspan="4">Vehicles A B A+BeC D C+Del F E+FeG H G+Hel Image: Colspan="4">Vehicles No. of Vehicles Total No. of Yehicles Total No. of Yehicles Total No. of Yehicles Total No. o	Time limit			at 120 Min	at 120 Min	at 120 Min		at 120 Min	at 120 Min		at 120 Min	at 120 Min		No limit
Image: No. of Vehicles from Vehicle	0				Vehicle Evac	uation Shown i	n 15	5 Minute Interv	als					
No. of Vehicles Passing Through Passing No. of Vehicles Passing Through Passing Total No. of Vehicles from Vehicles from Vehicles from Project AH Total No. of Vehicles from Vehicles from Project AH Total No. of Vehicles from Vehicles from Project AH Total No. of Vehicles from Project AH Vehicles from Proje				A	В	A+B=C		D	C+D=E		F	E+F=G	н	G+H=I
Image: No. of Vehicles from Peasing Through Pr.3 Total No. of Vehicles from Peasing Through Pr.3 Total No. of Vehicles from Peasing Through Pr.3 Total No. of Vehicles from Peasing Through Passing Through Passing Through Total No. of Vehicles from Peasing Through Ridge Rt Pt.1 Total No. of Vehicles from Passing Through Ridge Rt Pt.1 Total No. of Vehicles from Passing Through Ridge Rt Pt.1 Total No. of Vehicles from Passing Through Total No. of Vehi										1				
Image: Provide and the second secon						T-4-131 4			T-4-121		No. 16			Total No. of
No. of Vehicles No. of Vehicles No. of Vehicles Evac Pt. 3 and Evac Pt. 3 and Evac						Vahicles from			Vahicles from		NO. OF	Vehicles from		Vehicles from
Vehicks Time Vehicks Passing Though Eva and Eva Vehicks Passing Though Eva and Eva Vehicks Passing Though Rige Rt Pt. 4 Passing Though Rige Rt Pt. 4 Passing Though Eva Passing Though Passing Though <th< td=""><td></td><td></td><td></td><td>No. of</td><td>No. of</td><td>Evac Pt. 3</td><td></td><td>No. of</td><td>Evac Pts. 3. 2</td><td></td><td>Project AH</td><td>Evac Pts. 3.</td><td>No. of</td><td>Evac Pts. 3.</td></th<>				No. of	No. of	Evac Pt. 3		No. of	Evac Pts. 3. 2		Project AH	Evac Pts. 3.	No. of	Evac Pts. 3.
Time Passing Through Pt.3 Passing Through Pt.3 Passing Through Pt.3 Through Through Pt.3 Through Through Pt.3 Through Through Pt.3 Through Ridge Rt.Pt.3 Nhrough Ridge Rt.Pt.3 Nh Passing Ridge Rt.Pt.3 Passing Through Ridge Rt.Pt.3 15 Min 125 250 375 125 500 250 750 0 750 30 Min 125 250 375 125 500 250 750 0 750 45 Min 125 250 375 125 500 250 750 0 750 45 Min 125 250 375 125 500 250 750 0 750 75 Min 125 250 375 125 500 250 750 0 750 15 Min 125 250 375 125 500 250 750 0 250 750 15 Min 125 500 1				Vehicles	Vehicles	and Evac Pt.		Vehicles	& 1 Passing		Passing	2, 1, & AH	Vehicles from	2, 1, AH, NH
Image Through Parough Parough Rindge RL P Ridge RL P				Passing	Passing	2 Passing		Passing	Through		through	Passing	NH Passing	Passing
Time Pt. 3 Evac Pt. 2 Ridge Rt Pt. 4 South of B St Ridge Rt Pt. 3 Ridge Rt Pt. 4 15 Min 125 250 375 125 500 750 0 750 30 Min 125 250 375 125 500 250 750 0 750 45 Min 125 250 375 125 500 250 750 0 750 60 Min 125 250 375 125 500 250 750 0 750 90 Min 125 250 375 125 500 250 750 0 750 105 Min 125 250 375 125 500 250 150 0 750 750 250 1000 150 150 150 150 150 150 150 150 150 150 150 150 150 150 150				Through Evac	Through	Through		Through	Ridge Rt. Pt.		Ridge Rt	Through	Through	Through
15 Min 125 250 375 125 500 250 750 0 750 30 Min 125 250 375 125 500 250 750 0 750 45 Min 125 250 375 125 500 250 750 0 750 60 Min 125 250 375 125 500 250 750 0 750 90 Min 125 250 375 125 500 250 750 0 750 105 Min 125 250 375 125 500 250 750 0 750 105 Min 250 500 750 125 375 1,500 250 1,500 0 2,500 3,500 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 3,551 0 <td></td> <td></td> <td>Time</td> <td>Pt. 3</td> <td>EvacPt.2</td> <td>Ridge Rt Pt. 1</td> <td></td> <td>Evac Pt. 1</td> <td>2</td> <td></td> <td>south of B St</td> <td>Ridge Rt Pt. 3</td> <td>Ridge Rt</td> <td>Ridge Rt Pt. 4</td>			Time	Pt. 3	EvacPt.2	Ridge Rt Pt. 1		Evac Pt. 1	2		south of B St	Ridge Rt Pt. 3	Ridge Rt	Ridge Rt Pt. 4
30 Min 125 250 375 125 500 250 750 0 750 45 Min 125 250 375 125 500 250 750 0 750 60 Min 125 250 375 125 500 250 750 0 750 90 Min 125 250 375 125 500 250 750 0 750 105 Min 125 250 375 125 500 250 750 0 750 105 Min 125 500 750 125 500 250 750 0 250 750 0 250 750 0 250 150 0 250 150 0 250 150 0 250 0 250 0 250 0 250 0 250 0 250 150 250 250		15	Min	125	250	375		125	500		250	750	0	750
45 Min 125 250 375 125 500 250 750 0 750 60 Min 125 250 375 125 500 250 750 0 750 75 Min 125 250 375 125 500 250 750 0 750 90 Min 125 250 375 125 500 250 750 0 750 105 Min 125 250 375 125 500 250 1,000 1,500 2,500 1,500 0 750 120 Min 375 7,50 1,125 375 1,500 2,500 750 0 2,750 0 2,750 0 2,750 0 2,750 0 2,750 0 2,750 0 2,750 0 2,750 0 2,750 0 2,751 0 2,750 0 2,750 3,751		30	Min	125	250	375		125	500		250	750	0	750
60 Min 125 250 375 125 500 250 750 0 750 75 Min 125 250 375 125 500 250 750 0 750 90 Min 125 250 375 125 500 250 750 0 750 105 Min 125 250 375 125 500 250 750 0 750 120 Min 250 500 750 250 1,000 1,500 250 1,500 0 0 2,500 150 Min 625 1,250 1,875 625 2,500 751 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251		45	Min	125	250	375		125	500		250	750	0	750
75 Min 125 250 375 125 500 250 750 0 750 90 Min 125 250 375 125 500 250 750 0 750 0 750 105 Min 125 250 375 125 500 250 750 0 750 120 Min 250 500 750 250 1,000 150 0 0 1500 0 150 0 2,250 1,500 2,250 1,500 2,250 1,500 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 3,251 0 2,250 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251		60	Min	125	250	375		125	500		250	750	0	750
90 Min 125 250 375 125 500 250 750 0 750 105 Min 125 250 375 125 500 250 750 0 750 0 750 0 750 0 750 0 750 0 750 0 750 0 750 0 750 0 250 100 0 150 0 0 150 0 0 150 1105 375 1,500 2200 751 2,751 0 2,751 0 2,751 0 2,751 0 2,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751		75	Min	125	250	375		125	500		250	750	0	750
105 Min 125 250 375 125 500 250 750 0 750 120 Min 250 500 750 120 500 1500 500 1500 500 1500 500 1500 500 1,500 500 1,500 500 1,500 500 2,500 7,50 2,250 0 2,250 0 2,250 7,50 2,250 0 2,250 0 2,250 7,50 2,250 7,51 2,751 0 2,250 0 3,251		90	Min	125	250	375		125	500		250	750	0	750
120 Min 250 500 750 100 500 1,500 0 1,500 135 Min 375 750 1,125 375 1,500 750 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,250 0 2,751 0 2,751 0 2,751 0 3,751		105	Min	125	250	375		125	500		250	750	0	750
135 Min 375 750 1,125 375 1,500 750 2,250 0 2,250 150 Min 500 1,000 1,500 500 2,000 751 2,751 0 2,751 165 Min 625 1,250 1,800 1,500 2,250 751 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 5,555 7,51 4,751 0 5,555 7,51 5,555 7,51 5,555 7,51 <td></td> <td>120</td> <td>Min</td> <td>250</td> <td>500</td> <td>750</td> <td></td> <td>250</td> <td>1,000</td> <td></td> <td>500</td> <td>1,500</td> <td>0</td> <td>1,500</td>		120	Min	250	500	750		250	1,000		500	1,500	0	1,500
150 Min 500 1,000 1,500 2,000 751 2,751 0 2,751 165 Min 625 1,250 1,875 625 2,500 751 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 3,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 4,251 0 5,550 7,51 4,251 0 5,555 7,51 5,555 7,51 5,555 7,51 5,55		135	Min	375	750	1,125		375	1,500		750	2,250	0	2,250
165 Min 625 1,250 1,875 625 2,500 751 3,251 0 3,251 180 Min 750 1,500 2,250 750 3,000 751 3,751 0 3,751 0 3,751 0 3,751 10 3,751 10 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 3,751 0 4,751 0 4,751 0 4,751 0 4,751 0 4,751 0 4,751 0 4,751 0 5,751 5,251 0 5,251 0 5,551 0 5,551 0 5,551 0 5,551 0 5,551 0 5,555 1,555 5,555 7,51 5,555 0 5,555 7,51 5,555 0 5,555 1,555 5,555 7,55 0 6,555 1,555 6,555 1,555 6,555 7,55 0 6,751 0		150	Min	500	1,000	1,500		500	2,000		751	2,751	0	2,751
180 Min 750 1,500 2,250 750 3,000 751 3,751 0 3,751 195 Min 875 1,750 2,625 875 3,500 751 4,251 0 4,251 210 Min 1,000 2,000 3,000 1,000 4,000 751 4,251 0 4,251 220 Min 1,125 2,250 3,375 1,125 4,500 751 4,751 0 4,251 240 Min 1,250 2,500 3,750 1,125 5,500 751 5,751 0 5,751 240 Min 1,375 2,750 4,125 1,375 5,500 751 6,251 0 5,751 0 5,751 0 6,751 255 Min 1,500 3,000 4,500 1,500 6,000 751 6,751 0 6,751 255 Min 1,625 3,500 5,500 75		165	Min	625	1,250	1,875		625	2,500		751	3,251	0	3,251
195 Min 875 1,750 2,625 875 3,500 751 4,251 0 4,251 210 Min 1,000 2,000 3,000 1,000 4,000 751 4,751 0 4,751 225 Min 1,125 2,250 3,375 1,125 4,500 751 5,751 0 5,251 240 Min 1,250 2,500 3,750 1,250 5,000 751 5,751 0 5,751 255 Min 1,375 2,750 4,125 1,375 5,500 751 6,251 0 6,5251 270 Min 1,625 3,250 4,875 1,625 6,500 751 6,251 0 6,571 285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 7,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751		180	Min	750	1,500	2,250		750	3,000		751	3,751	0	3,751
210 Min 1,000 2,000 3,000 1,000 4,000 751 4,751 0 4,751 225 Min 1,125 2,250 3,375 1,125 4,500 751 5,251 0 5,251 240 Min 1,250 2,500 3,750 1,250 5,000 751 5,751 0 5,751 255 Min 1,375 2,750 4,125 1,375 5,500 751 6,251 0 6,251 270 Min 1,605 3,250 4,875 1,625 6,500 751 6,751 0 6,571 285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 7,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		195	Min	875	1,750	2,625		875	3,500		751	4,251	0	4,251
225 Min 1,125 2,250 3,375 1,125 4,500 751 5,251 0 5,251 240 Min 1,250 2,500 3,750 1,250 5,000 751 5,751 0 5,751 255 Min 1,375 2,750 4,125 1,375 5,500 751 6,251 0 6,251 270 Min 1,500 3,000 4,500 1,500 6,000 751 6,751 0 6,6751 285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 6,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		210	Min	1,000	2,000	3,000		1,000	4,000		751	4,751	0	4,751
240 Min 1,250 2,500 3,750 1,250 5,000 751 5,751 0 5,751 255 Min 1,375 2,750 4,125 1,375 5,500 751 6,251 0 6,251 270 Min 1,500 3,000 4,500 1,500 6,000 751 6,751 0 6,251 285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 6,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,251 0 7,251 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		225	Min	1,125	2,250	3,375		1,125	4,500		751	5,251	0	5,251
255 Min 1,375 2,750 4,125 1,375 5,500 751 6,251 0 6,251 270 Min 1,500 3,000 4,500 1,500 6,000 751 6,751 0 6,751 285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 7,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		240	Min	1,250	2,500	3,750		1,250	5,000	1	751	5,751	0	5,751
270 Min 1,500 3,000 4,500 1,500 6,000 751 6,751 0 6,751 285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 7,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		255	Min	1,375	2,750	4,125		1,375	5,500		751	6,251	0	6,251
285 Min 1,625 3,250 4,875 1,625 6,500 751 7,251 0 7,251 300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		270	Min	1,500	3,000	4,500		1,500	6,000		751	6,751	0	6,751
300 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751 315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		285	Min	1,625	3,250	4,875		1,625	6,500	Т	751	7,251	0	7,251
315 Min 1,750 3,500 5,250 1,750 7,000 751 7,751 0 7,751		300	Min	1,750	3,500	5,250		1,750	7,000		751	7,751	0	7,751
		315	Min	1,750	3,500	5,250		1,750	7,000		751	7.751	0	7,751

Spot Fire off Freeway NB (Wind S direction @ 40 mph) with Partial CreekAvoidance Development

FI

Narrative: Fire begins as a series of spot fires on the SB I-5 north of the NB/SB crossover. The fires is driven by a South wind at 40 mph. The fire was made to spot over Ridge Route in 30 min. It was made to spot again in another 30 min (60 min. elapsed time) to the north and a final time in another 30 min. (90 min. elapsed time). No flame propagation within the development area occurs. Ridge Route will be impacted for approximately 90 minutes for all Evac Points beginning 30 min into the scenario. Once the fire has passed this impact points, all Evac Points will reopen and remain open.

ceway spar	at wo mph Partial	DIOVA	Evacuation	to the South						
	Evac Pt 1	Evac Pt 2	Evac Pt. 3A	Evac Pt. 38	Evac Pt. 3C	Route D	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	1001	0.04	Open	Open	Open	Open	Open	Open
30	0:30 Closed	Closed	15.0	41/3	Closed	Closed	Closed	Closed	Closed	Open
45	0:45 Closed	Closed	0.9	mir -	Closed	Closed	Closed	Closed	Closed	Open
60	1:00 Closed	Closed	19/4	1008	Closed	Closed	Closed	Closed	Closed	Open
75	1:15 Closed	Closed		300e	Closed	Closed	closed	Closed	Closed	Open
90	1:30 Closed	Closed	ride:	1104	Closed	Closed	Closed	Closed	Closed	Open
105	1:45 closed	Closed	10.04	10.0	Ciosed	Closed	closed	Closed	Closed	Open
120	2:00 Open	Open	rele :		Open	Open	Open	Open	Open	Open
135	2:15 Open	Open	hide :	-0.09	Open	Open	Open	Open	Open	Open
150	2:30 Dpen	Open	control .	342	Open	Open	open	Open	Open	Open
165	2:45 Open	Open	11074	0.00	Open	Open	Open	Open	Open	Open
180	3:00 Open	Open		41.7 10	Open	Open	Open	Open	Open	Open
195	3:15 Open	Open	11/2	-(V/6.)	Open	Open	Open	Open	Open	Open
210	3:30 Open	Open	160	All A	Open	Open	Open	Open	Open	Open
225	3:45 Open	Open	10.0	21/10	Open	Open	Open	Open	Open	Open
2.40	4:00 Open	Open	18074	1116	Open	Open	Open	Open	Open	Open
255	4:15 Open	Open	1.0	104	Open	Open	Open	Open	Open	Open
270	4:30 Open	Open	11.79	- 017.0	Open	Open	Open	Open	Open	Open
285	4:45 Open	Ореп	-ita	457.0	Open	Open	Open	Open	Open	Open
300	S:00 Open	Operi	1104	0.6	Open	Open	Open	Open	Open	Open
315	5:15 Open	Open	14.14	11.2	Open	Open	Open	Open	Open	Open
330	S:30 Open	Open	11/2	1 DIE	Open	Open	Open	Open	Open	Open
345	5:45 Open	Open	10.04	1010	Open	Open	Open	Open	Open	Open
360	6:00 Open	Open	in the	101	Open	Open	Open	Open	Open	Open
375	6:15 Open	Open	de la	100	Open	Open	Open	Open	Open	Open
390	6:30 Open	Open		1013	Open	Open	Open	Open	Open	Open
405	6:45 Open	Open	11144	nt	Open	Open	Open	Open	Open	Open
420	7:00 Open	Open		10/0	Open	Open	Open	Open	Open	Open



6. LakeSpotsat40 - Previously Approved Plan

Results: 1.25 hours to evacuate 898 DU (2,101 vehicles) from the priority evacuation area of the Project 3.5 hours to evacuate entire Project 3.150 DU (7.371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

3.5 Hours to evacuate entire r	10,000,0	150 00 (7,571 0	chicles						 		_		
Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3		Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate			510	1,032	1,542	1	370	1,912	189	2,101		0	2,101
Number of lanes at evacuation po	int		1	2			1		2			1	
Vehicles per hour (vph) - no conge	estion		1,600	3,200		1	1,600		1,600			1,600	
Vehicles per hour (vph) - with con	aestion		500	1.000		1	500		1,000	-		500	
Vehicles per 15 min	5		125	250		1	125		250			125	
					i	1		i					
Time limit			No Limit	No limit	Closes at 240 Min, reopens at 300 Min		Closes at 60 Min, reopens at 90 Min	Closes at 240 Min, reopens at 300 Min	Closes at 240 Min, reopens at 300 Min	Closes at 240 Min, reopens at 300 Min			No limit
				Vehicle Ev	acuation Shov	vn in	15 Minute Inter	rvals					
			A	В	A+B=C		D	C+D=E	F	E+F=G		Н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridde Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	125	250	375		125	500	250	750		0	750
	30	Min	250	500	750	1	250	1.000	500	1,500		0	1.500
	45	Min	375	750	1,125	1	375	1,500	750	2,250		0	2,250
	60	Min	500	1,000	1,500	1	375	1,875	751	2,626		0	2,626
	75	Min	625	1,250	1,875	1	375	2,250	751	3,001		0	3,001
	90	Min	750	1,500	2,250	1	500	2,750	751	3,501		0	3,501
	105	Min	875	1,750	2,625	1	625	3,250	751	4,001		0	4,001
	120	Min	1,000	2,000	3,000	1	750	3,750	751	4,501		0	4,501
	135	Min	1,125	2,250	3,375	1	875	4,250	751	5,001		0	5,001
	150	Min	1,250	2,500	3,750	1	1,000	4,750	751	5,501		0	5,501
	165	Min	1,375	2,750	4,125	1	1,125	5,250	751	6,001		0	6,001
	180	Min	1,500	3,000	4,500	1	1,250	5,750	751	6,501		0	6,501
	195	Min	1,625	3,250	4,875	1	1,375	6,250	751	7,001		0	7,001
	210	Min	1,750	3,500	5,250	1	1,500	6,750	751	7,501		0	7,501
	225	Min	1,750	3,500	5,250	1	1,500	6,750	751	7,501		0	7,501

Origin with the County Recreation Area (Wind S direction @ 40 mph) with Previously Approved Development

Narrative: Fire begins as spot fires in the Recreation Area under a South Wind at 40 mph with the head fire moving to the north (branching to the east and west). Fire does not spot over roadways on the west side due to development. Fire continues to burn to the north on the east side of the Project Site.

Evac Pt. 3A Time to Impasse Evac Pt. 1 60 min* (30 min Evac Pt. 2 No Limit Evac Pt. 3A No Limit Route Pt. 4 No Limit Evac Pt. 1 60 min* (30 min Evac Pt. 3A No Limit Route Pt. 4 No Limit Evac Pt. 1 60 min* (30 min Route Pt. 2 No Limit Evac Pt. 1 Evac Pt. 1 Route Pt. 2 Evac Pt. 2	Evac Pt. 3A Time to Impasse Evac Pt. 1 60 min* (30 min Evac Pt. 2 No Limit Evac Pt. 3A No Limit Evac Pt. 3A No Limit Rouse Pt. 0 Evac Pt. 2 Prority Area to Evacuate	1 11	1111	al day	MK / MA		Lake	Spotsat40
France France NB France NB <th>File File File</th> <th>1.</th> <th>THI NOT</th> <th>Evac Pt. 3A</th> <th>- 1 AVA / A</th> <th></th> <th>1.000</th> <th>Time to Impasse</th>	File	1.	THI NOT	Evac Pt. 3A	- 1 AVA / A		1.000	Time to Impasse
NB File <	File	: 1.	1.1.1.1	to the	JANAY		Evac Pt. 1	60 min* (30 min)
NB Fur Pt 3 Numt Rouge Pt 3 Evac Pt 2 Static Lake Rouge Pt 2 Rouge Pt 2 Static Lake Priority Area to Evacuate Static Lake	NB Further at to Evacuate Rouge PL at Evac Pt. 2 Rouge PL at Evac Pt. 1 Priority Area to Evacuate	11	SB SB	Fill.			Evac Pt. 2	No Limit
Roue PL 3 Evac PL 2 Fourse PL 2 Route PL 2 Route PL 2 Route PL 2 Pointy Area to Evacuate	Roue PL 3 Evac PL 2 Roue PL 2	+ NE		- XX			Evac Pt. 3A	No Limit
Roue PL 3 Evac PL 2 Route PL 2 Route PL 2 Route PL 2 Route PL 2 Route PL 2 Route PL 2 Porty Area to Evacuate	Roue Pt - Evac Pt -1 Course Evac Pt -1 Course Pt -2 Course Pt -2 Co	Vr. In	11111	· []]	EXIL			1111
Route PL 4 Function Plane Pla	Route Pt. 1 Route Pt. 2 Route	1 1r	intit					Contra
reaction of the second se	Forth Area to Evacuate	1 1	Route	PLO		17 Celebra		- 3- 1- 1
Fourie Pt. 2 Route Pt. 2 Route Pt. 2 Route Pt. 2 Priority Area to Evacuate	Route Pt. 2 Route Pt. 2 Route Pt. 2 Route Pt. 2 Route Pt. 2 Prority Area to Evacuate		11:11	() X	1141			111
read Route PL 2 Route PL 2	Active PL 2 Route	т. т. т.	1. 1. 1	A PL	Evac Pt. 2			
reading the second seco	real of the second seco	+ j+	1.14 1	Kash	VMHOD.	MARIAS	ľ	
Acute PL 2 Route PL 2 Route PL 2 Priority Area to Evacuate	read Active PP, 2 Route PP, 2 Route Bt-2 Priority Area to Evacuate	in Ir		HVX 2	Evac Dt 1		G G	astaic Lake
Route Pt 2 Route Pt 2	Route PL 2 Route PL 2 Route PL 2 Priority Area to Evacuate	ute4	114	Route Pt. 1	Evac Pt. 1	1 Wel	1	
Route Pt. 2 Route Pt. 2 Route Pt. 2 Route Pt. 2 Route Pt. 2 Priority Area to Evacuate	Route PL 2 Route PL 2 Route PL 2 Route PL 2 Priority Area to Evacuate	ien f	1 TA				AN MARS	
Route PL 2 Route PL 2 Route PL 2 Route PL 2 Priority Area to Evacuate	Route PL 2 Route PL 2 Route PL 2 Route PL 2 Route PL 2 Priority Area to Evacuate	en *	1141	1. 1.2			WWW KENNY	h. 72
Route Provide Area to Evacuate	Route Privity Area to Evacuate	en 1	ELTIN	Aoute Pt	2	10/13	IN WY AS	1 States T
Route P Route P Rou	Route P Route P Route P Route P Route P Route P Route P Priority Area to Evacuate	en P	111-24	11 11 5	A CAL	NULLISS A		· · · · · · · · · · ·
Route Priority Area to Evacuate	Route P Route BL-2 Priority Area to Evacuate	eji k	121121	VI. D. M			1	. 1.1.1 M
Route Proving Area to Evacuate	Route Bros	en i	111 Tt	AL. 1				
Route Browner Area to Evacuate	Route PL-3 Priority Area to Evacuate	en 👎	1 1 1 1 1	JH 1				· · · · · D:
Route Pit-Area to Evacuate	Route Provide Area to Evacuate	en A	1 1 1 1 1	+ 121 1	IT INTO			1 1 1 ACL
Route Real Priority Area to Evacuate	Priority Area to Evacuate	en	1111		ILL'TT	C Prove), 1	Rd.
Priority Area to Evacuate	Route Brak	en 🦩	1 1 1 1 1	FIN	1 KK 71			She Hugh
Route Bt. 2 Priority Area to Evacuate	Route Rt. A	en F	18 9 89 89 8	1 444	hit		# 1 4	11111 1 1
Priority Area to Evacuate	Priority Area to Evacuate	en			11. 50	CAR	4 . 1	
Priority Area to Evacuate	Priority Area to Evacuate	en	11/1/-	TER	HTI Rout	APt 1)	A 1/	1111111
Priority Area to Evacuate	Priority Area to Evacuate	en 🕴	1+1+1+ 4	11 11 2	一一一	12-	- 1 1	• [+ [+ [+] +
Priority Area to Evacuate	Priority Area to Evacuate	en 🧃	121111	· In the	H H H H	I III	A MI + KI +	* * * * *
en Flority Area to Evaluate	en e	en Ien					Driority Are	a to Evacuate
	= 17	Ċ1)					FIGILY ARE	a to Evaluate

lake Spots at	40 mph Approved		Evacuation to	o the South						
	Evac Pt 1	Evac Pt 2	Evac Pt. 3A	Evac Pt. 3B	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route4
15	0:15 Open	Open	tanin .	1.14	100	Open	Open	Open	Open	Open
30	0:30 Open	Open	CENTER	240	30 (b)	Open	Open	Ореп	Upen-	Disen
45	0:45 ibpen	Open	Citrates.			Open	Open	Ореп	Open	Øpen
60	1:00 Closed	Open	Conti			Open	Open	Open	Open	Open
75	1:15 Closed	Open	Cipate	244	1000	Open	Ореп	Open	Open	Фреп
90	1:30 Open	Open	Open		ava.	Open	Ореп	Open	Open	Open
105	1:45 Open	Open	Open	100	15/19	Open	Option	Dp.eel	Open	Open
120	Z:00 Open	Open	Open	104	010	Open	Open	Open	Open	Open
135	2:15 Open	Open	Open		11/3	Open	Open	Open	Open	Open
150	2:30 Open	Open	Open		010	Open	Open	Open	Open	Open
165	Z:45 Open	Open	Open	2414	6/4	Open	Open	Open	Open	Open
160	3:00 Open	Open	Open		0/4	Open	Open	Open	Open	Open
195	3:15 Open	Open	Open		11/3	Open	epen	Open	Open	Open
210	3;30 OPen	Open	Open	130-	17/-0	Open	Open	Open	Open	Open
225	3:45 Open	Open	Open	m/a	n/a	Open	Open	Open	Open	Open
240	4:00 Open	Open	Open	o/a	nla	Open	Closed	Closed	Closed	Open
255	4:15 Open	Open	Open	n/a	n/4	Open	Closed	Closed	Closed	Open
270	4:30 Open	Open	Open	m/a	m/a	Open	Closed	Closed	Closed	Open
2.85	4:45 Open	Open	Open	m/a	n/s	Open	Closed	Closed	Closed	Open
300	S:00 Open	Open	Open	n/s	n/a	Open	Upen	Open	Open	Open
315	S:15 Open	Open	Open	m/ā	n/a	Open	Open	Dpeg	Open	Ореп
330	5:30 Open	Open	Open	m/m	m/n	Open	Open	Open	Open	Open
345	5:45 Open	Open	Open			Open	Open	Open	Open	Open
360	6:00 Daeri	Open	Open	mia	n/a	Open	Dpen	Open	Open	Open
375	6:15 CAUN	Open	Open		0/4	Open	Open	Operi	Open	Open
390	6:30 Qp=1	Open	Open	nin	xi/a	Open	Dien	Open	Open	Open
405	6:45 Oper	Open	Open	ista-	11/4	Open	Qpen	Open	Oper	Opeti
420	7:00 Open	Open	Open		sila	Open	Oter	Open	C Fatters	Open

6. LakeSpotsat40 - Creek Avoidance Alt.

Results: 2.5 hours to evacuate 1,650 DU (3,861 vehicles) from the priority evacuation area of the Project suate entire Project 1 815 DU (4 247 vehicles) 2 E hours to

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

	10/0013 00 (4,247	verneicoj						 		_		
Description		Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3		Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate		550	1,188	1,738		295	2,033	0	2,033		0	2,033
Number of lanes at evacuation pe	pint	1	2			1		2			1	
Vehicles per hour (vph) - no conc	jestion	1,600	3,200			1,600		1.600			1,600	
Vehicles per hour (vph) - with cor	ngestion	500	1,000			500		1,000			500	
Vehicles per 15 min		125	250			125		250			125	
Time limit		Closes at 120 Min.	Closes at 90 Min, reopens at 120 Min	Closes at 240 Min, reopens at 300 Min		Closes at 60 Min, reopens at 90 Min	Closes at 240 Min, reopens at 300 Min	Closes at 240 Min, reopens at 300 Min	Closes at 240 Min, reopens at 300 Min			No limit
		_	Vehicle E	vacuation Sho	wn ir	15 Minute Inte	ervals					
		A	В	A+B=C		D	C+D=E	F	E+F=G		н	G+H=I
		No. of Vehicles	No. of Vehicles	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing		No. of Vehicles	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing	No. of Vehicles from Project AH Passing	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing		No. of Vehicles from NH	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing
		Through	Through	Ridge Rt Pt.		Through	Ridge Rt. Pt.	Ridge Rt	Ridge Rt Pt.		Through	Ridge Rt Pt.
	Time	Evac Pt. 3	Evac Pt. 2	1		Evac Pt. 1	2	south of B St	3		Ridge Rt	4
	15 Min	125	250	375		125	500	250	/50		0	750
	30 Min	250	500	/50		250	1,000	386	1,386		0	1,386
	45 Min	375	/50	1,125		3/5	1,500	386	1,886		0	1,886
	60 Min	500	1,000	1,500		375	1,875	386	2,261		0	2,261
	75 Min	625	1,250	1,875		375	2,250	386	2,636		0	2,636
	90 Min	750	1,250	2,000		500	2,500	386	2,886		0	2,886
	105 Min	8/5	1,250	2,125		625	2,750	386	3,136		0	3,130
	120 1010	875	1,500	2,375		/50	3,125	386	3,511		0	3,511
	150 1417	875	1,750	2,625		875	3,500	386	3,880		0	3,880
	100 10111	875	2,000	2,875		1,000	3,875	386	4,261		0	4,261
		875	2,000	2,875		1,000	3,875	386	4,261		0	4,261

.

.

r

Ope

Open Open Open Open

Open

Closed OP

Open Open Open

Open Open Open

Oper Open open Open OPE

Opet

Closed

Closed

Closed

Route 3

Origin with the County Recreation Area (Wind S direction @ 40 mph) with Creek Avoidance Development

Narrative: Fire begins as spot fires in the Recreation Area under a South Wind at 40 mph with the head fire moving to the north (branching to the east and west). At 60 min (elapsed time) fire spots over the access road to Evac Point 1, closing the access for 30 minutes. The fire on the west continues to burn north and spots over the access to Evac Point 2 at 90 min (elapsed time) and continues to burn to the north on both sides of the Project Site.

to the South

Closed

Closed

Closed

Evac Pt.35

Evacu

Evac Pt.3A

Lake Spots at 40 mph & eek Av

0:15 0

0-30 D:30 (D:45 (1:00 (1:15 (1:30 (1:45 (2:00 0 2:15 0 2:30 0 2:45 3:00 3:15 3:30 3:45

4:00 0

4:30

4:45 Open 5:00 Open 5:15 Open 5:30 Open 5:45 Open 6:00 Upen 6:15 Open

6:30 Oper

6:45 Open 7:00 Open

Evac Pt 1

Evac

Oper

Ogen

Open



6. LakeSpotsat40 - Partial Creek Avoidance Alt.

Results: 1.5 hours to evacuate 1,056 DU (2,471 vehicles) from the priority evacuation area of the Projec ntire Project 3 150 DU (7 371 vehicles

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description	10ject 5,150 DO (7,571 V	Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3	Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate		623	1,280	1,903		380	2,283	188	2,471	0	2,471
Number of lanes at evacuation poi	rit	1	2			1		2			-
Vehicles per hour (vph) - no conge	stion	1,600	3,200			1,600		1,600		1,600	-
Vehicles per hour (vph) - with cong	estion	500	1,000			500		1,000		500	-
Vehicles per 15 min		125	250			125		250		125	-
Time limit		No limit	No limit	Closes at 240 Min, reopens at 300 Min		Closes at 60 Min, reopens at 90 Min	Closes at 240 Min, reopens at 300 Min	Closes at 240 Min, reopens at 300 Min	Closes at 240 Min, reopens at 300 Min		No limi
			Vehicle E	racuation Show	nin	15 Minute Inter	vals				
		A	В	A+B=C		D	C+D=E	F	E+F=G	н	G+H=I
	Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15 Min	125	250	375		125	500	250	750	0	750
	30 Min	250	500	750		250	1,000	500	1,500	0	1,500
	45 Min	375	750	1,125		375	1,500	750	2,250	0	2,250
	60 Min	500	1,000	1,500		375	1,875	751	2,626	0	2,626
	75 Min	625	1,250	1,875		375	2,250	751	3,001	0	3,001
	90 Min	750	1,500	2,250		500	2,750	751	3,501	0	3,501
	105 Min	875	1,750	2,625		625	3,250	751	4,001	0	4,001
	120 Min	1,000	2,000	3,000		750	3,750	751	4,501	0	4,501
	135 Min	1,125	2,250	3,375		875	4,250	751	5,001	0	5,001
	150 Min	1,250	2,500	3,750		1,000	4,750	751	5,501	0	5,501
	165 Min	1,375	2,750	4,125		1,125	5,250	751	6,001	0	6,001
	180 Min	1,500	3,000	4,500		1,250	5,750	751	6,501	0	6,501
	195 Min	1,625	3,250	4,875		1,375	6,250	751	7,001	0	7,001
	210 Min	1,750	3,500	5,250		1,500	6,750	751	7,501	0	7,501
	225 Min	1,750	3,500	5,250		1,500	6.750	751	7,501	0	7,501

5

1 1000

.

27

1

Origin with the County Recreation Area (Wind S direction @ 40 mph) with Partial Creek Avoidance Development

Narrative: Fire begins as spot fires in the Recreation Area under a South Wind at 40 mph with the head fire moving to the north (branching to the east and west). Fire does not spot over roadways on the west side due to development. Fire continues to burn to the north on the east side of the Project Site.



Tame show	s at 40 mphParital Cree	K A Voidanee	Evacuation t	o the South						
	Evec Pt1	Evac Pt Z	Evac Pt.3A	Evac Pt 3B	Evac Pt,3C	Route 0	Route 1	Route Z	Route 3	Route 4
15	0:15 Dpen	Open		100 million (1997)	Open	en	open	Open	=pen	Open
30	0:30 Open	Open		14/2	Open	Open	Open	Open	Open	Open
44	5 0:45 Open	Open		def m	Operi	Open	open	Open	Open	pen
60) 1:00 Closed	Open	-29	0/0	Open	Open	Open	Open	Open	Open
75	1:15 Closed	Open	1979	n/a	Open	Open	Open	Open	Open	Obeu
90) 1:30 Open	Open	15,54	n/a	Open	Open	Open	Open	Open	Open
105	1:45 Dpen	Open	and the second sec	n/a	Open	Open	ep en	Open	Open	Open
120	2:00 Open	Open		620	Open	Open	Opert	Open	Open	Open
135	2:15 Open	Open	100	174	Open	Open	Open	OPeri	Open	Open
150	2:30 Dpen	Open	10,00	6/4	Open	Open	Open	Open	Open	Open
169	2:45 Dpen	Open	10.04	ti/a	Open	Open	Open	Open	Opten	Ogen
180	3:00 Open	Open	100	6/a	Open	Open	Орел	Open	Open	Open
195	3:15 Open	Open		n/a	Open	Open	Open	Open	Open	Open
210	3:30 Dpen	Open	1920		Open	Open	Орел	Ореп	Open	Open
225	3:45 Open	Open			Open	Open	Oper	Open	Open	Open
246	4:00 Dpen	Open		1000	Open	Open	Closed	Closed	Closed	Open
255	4:15 Dpen	Open	10.54	inder .	Open	Open	Closed	Closed	Closed	Open
270	4:30 Dpen	Open	-11.0	n/a	Open	Open	Closed	Closed	Closed	Open
285	4:45 Dpen	Open	13	m/a	Open	Open	Closed	Closed	Closed	Open
300	5:00 Open	Open		n/a	Open	Open	Open	Open	Open	Open
315	5:15 Doen	Open	11.74	n/a	Open	Open	Open	Open)	Open	Open
330	5:30 Open	Open	10.06	m/a	Open	Open	Dpen	Open	Open	Open
345	5:45 Open	Open			Open	Open	Open	Op et D	Opera	Open
360	5:00 Doen	Open			Open	Open	Open	Opeti	Open	Open
375	5:15 Open	Open			Open	Open	Open	Open	OFIER	Open
390	6:30 Docti	Onen		12/10	Ouen	Open	Quet	Ouen	Deen	OBEI
40	6:45 Dpen	Open			Open	Core	Oneb	Opert	Open	Obert
470	7:00 00#	Citter		inta	Onen	Open	Cher	Open	Otten	Oneri

7. NEat70Line - Previously Approved Plan

Results: 1 hour to evacuate 570 DU (1,334 vehicles) from the priority evacuation area of the Project 4.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

4.5 Hours to evacuate chare in	oject 3,	100 00 (7,071 0	critere sy									
Description			Evac Pt 3	Evac Pt 2	Ridge Route		Evac Pt 1	Ridge Route	Project Affordable Housing	Ridge Route	Northlake Hills	Ridge Route
Number of vehicles to evacuate			0	927	927		408	1334	nousing	1334	0	1334
Number of lanes at evacuation poi	nt		1	2			1		2		1	
Vehicles per hour (vph) - no conce	estion		1 600	3 200		1	1 600		1 600		1 600	
Vehicles per hour (vph) - with cond	restion		500	1.000		1	500		1.000		500	
Vehicles per 15 min	J		125	250		1	125		250		125	
			Closed until 300 Min after									
Time limit			fire started	No limit	No limit		No limit	No limit	No limit	No limit		No limit
				Vehicle Ev	acuation Shov	vn in	15 Minute Inter	rvals				
			A	В	A+B=C		D	C+D=E	F	E+F=G	Н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	0	250	250		125	375	250	625	0	625
	30	Min	0	500	500	1	250	750	500	1,250	0	1,250
	45	Min	0	750	750	1	375	1,125	750	1,875	0	1,875
	60	Min	0	1,000	1,000	1	500	1,500	751	2,251	0	2,251
	75	Min	0	1,250	1,250	1	625	1,875	751	2,626	0	2,626
	90	Min	0	1,500	1,500	1	750	2,250	751	3,001	0	3,001
	105	Min	0	1,750	1,750	1	875	2,625	751	3,376	0	3,376
	120	Min	0	2,000	2,000	1	1,000	3,000	751	3,751	0	3,751
	135	Min	0	2,250	2,250	1	1,125	3,375	751	4,126	0	4,126
	150	Min	0	2,500	2,500	1	1,250	3,750	751	4,501	0	4,501
	165	Min	0	2,750	2,750	1	1,375	4,125	751	4,876	0	4,876
	180	Min	0	3,000	3,000	1	1,500	4,500	751	5,251	0	5,251
	195	Min	0	3,250	3,250	1	1,625	4,875	751	5,626	0	5,626
	210	Min	0	3,500	3,500	1	1,750	5,250	751	6,001	0	6,001
	225	Min	0	3,750	3,750	1	1,875	5,625	751	6,376	0	6,376
	240	Min	0	4,000	4,000	1	2,000	6,000	751	6,751	0	6,751
	255	Min	0	4,250	4,250	1	2,125	6,375	751	7,126	0	7,126
	270	Min	0	4,500	4,500	1	2,250	6,750	751	7,501	0	7,501
	285	Min	0	4,500	4,500	1	2,250	6,750	751	7,501	0	7,501

Wind Driven Fire at North Interface (Wind NE direction @ 70 mph) with Previously Approved Development

Narrative: Fire is modeled from an existing line of fire to the NE of the Project Site. Wind is from the NE at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled.

NE at70 mph	Approved		Evacuation	to the South						
	Evac Pt1	Evac PEZ	EvacPt.3A	Evac Pt. 38	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	Ciosed	1012	0.01	Open	Open	Open	Open	Open
30	0:30 Open	Open	Closed	164	4.74	Open	Open	Open	Open	Open
45	0:45 Open	Open	Closed	100.00	1077	Open	Open	Open	Open	Open
60	1:00 Open	Open	Closed	in the second second	ir/a	Open	Open	Ogen	Open	Open
75	1:15 Open	Open	Closed	nta	-0/a	Open	Open	Open	Open	Open
90	1:30 Open	Open	Closed	11/ 5	1010	Ореп	Open	Open	Open	Open
105	1:45 Open	Open	Closed	1972	n/a	Open	Open	Open	Open	Open
120	2:00 Open	Open	Closed	1/11	n7a	Open	Open	Open	Open	Open
135	2:15 Open	Open	Closed	in/a	n/a	Open	Open	Open	Open	Open
150	2:30 Open	Open	Closed	12	π/a	OPen	Open	Open	Open	Open
165	2:45 Open	Open	Closed	-1/2	n/a	Open	Open	Open	Ореп	Open
180	3:00 Open	Open	Closed	13	r/a	Open	Open	Open	Open	Open
195	3:15 Open	Open	Closed	14	n/a	Open	Open	Open	Open	Open
210	3:30 Open	Open	Closed	1/2	v/a	Open	Open	Open	Open	Open
225	3:45 Open	Open	Closed	-1/3	n/a	Open	Open	Open	Ореп	Open
240	4:00 Open	Open	Closed	1/3	n/a	Open	Open	Open	Open	Open
255	4:15 Open	Open	Closed	met a	nla	Open	Open	Open	Open	Open
270	4:30 Open	Open	Closed	m/a	n/a	Open	Open	Open	open	Open
285	4:45 Operi	Open	Closed	-u/a	re/m	Орел	Open	Open	Open	Open
300	5:00 Open	Open	Open	11/a	n/a	Open	Орел	Open	Open	Open
315	5:15 Open	Open	Open	11/3	17/12	Open	Open	Open	Open	Open
330	5:30 Operi	Open	Open	147.00	n/a	Open	Open	Open	Open	Open
345	5:45 Open	Open	Open	100	n/a	Open	Open	Open	Open	Орен
360	6:00 Open	Open	Open	70/10	n/a	Open	Open	Open	Open	Ogram
375	6:15 Open	Open	Open	tila	ti/a	Cipen	Open	Deen	Ореп	Open
390	6:30 Open	Open	Open	71/m	n/a	Open	Open	Open	Open	Open
405	6:45 Open	Open	Open	1125	0/3	Open	Open	Open	tipen	Lipen
420	7:00 Open	Open	Open	ANTW:	11/2	Open	Open	Open	Ореп	Open



7. NEat70Line - Creek Avoidance Alt.

Results: 1.5 hours to evacuate 826 DU (1,932 vehicles) from the priority evacuation area of the Project 2.5 hours to evacuate 1,815 DU entire Project (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

							Ridge Route	Project Affordable	Ridge Route	Northlake	Ridge Route
Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1	Evac Pt. 1	Pt. 2	Housing	Pt. 3	Hills	Pt. 4
Number of vehicles to evacuate			0	1,267	1,069	665	1,932		0 1,932	0	1,932
Number of lanes at evacuation po	int		1	2		1			2	1	
Vehicles per hour (vph) - no conge	estion		1,600	3,200		1,600		1,60	0	1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000		500		1,00	0	500	
Vehicles per 15 min			125	250		125		25	0	125	
Time limit	ime limit		Closed until 105 Min after the fire started	No limit	No limit	No limit	: No limit	No lim	it No limit		No limit
				Vehicle E	yacuation Shown in	15 Minute Interv	als				
			A	В	A+B=C	D	C+D=E	F	E+F=G	н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1	No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Projec AH Passing through Ridge Rt south of B S	Total No. of Vehicles from Evac t Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. t 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	0	250	250	125	375	25	0 625	0	625
	30	Min	0	500	500	250	750	38	6 1,136	0	1,136
	45	Min	0	750	750	375	1,125	386	6 1,511	0	1,511
	60	Min	0	1,000	1,000	500	1,500	386	6 1,886	0	1,886
	75	Min	0	1,250	1,250	625	1,875	386	5 2,261	0	2,261
	90	Min	0	1,500	1,500	750	2,250	386	6 2,636	0	2,636
	105	Min	125	1,750	1,875	875	2,750	380	3,136	0	3,136
	120	Min	250	2,000	2,250	1,000	3,250	380	3,636	0	3,636
	135	Min	375	2,250	2,625	1,125	3,750	386	4,136	0	4,136
	150	Min	500	2,500	3,000	1,250	4,250	386	4,636	0	4,636
	165	Min	500	2,500	3,000	1,250	4,250	380	4,636	0	4,636

Wind Driven Fire at North Interface (Wind NE direction @ 70 mph) with Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the NE of the Project Site. Wind is from the NE at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled.



NE at70mp	h GreekAvoidance		Evacuation	to the South						
	Evac Pt1	Evac Pt2	EvacPt.3A	EvacPt.3B	Evac Pt.3C	Route 0	Route 1	Route 2	Route3	Route 4
15	0:15 Open	Open	NM.	Closed	10/41	Open	Oper	Operi	Open	Open
30	0:30 Open	Open	40.4	Closed	- 11/2	Open	Open	Open	Open	Open
45	0:45 Dpen	Open	0/0	Closed	-12.0	Open	Open	Open	Open	Open
60	1:00 Dpen	Dpen	12.00	Closed	14.4	Open	Open	Open	Open	Dpen
75	1:15 Open	Open	11/4	Closed	10.00	Open	Open	Open	Open	P pen
90	1:30 Open	Орел		Closed		Open	Open	Open	Open	Open
105	1:45 Open	Open	nta	Open	14/10	Орел	Open	Open	Open	Open
120	2:00 Dpm	Operi	11/-	Open	dile.	Open	Open	Open	Open	Open
135	2:15 Dtaett	epen	10.4	Open	M.Ca.	Ope**1	Open	Open	Open	Open
150	2:30 Dpen	Opers	0.64	Орея	10.04	Орел	Open	Open	Open	Open
165	2:45 Open	Open	(a/3).	Open		Open	Open	Open	Open	Open
180	3:00 Open	Open	5.20.	Open	> 456 (Cpen	Open	Open	Open	Dpen
195	3:15 Open	Open	Real Contract	Open	n/	Open	Open	Open	Open	Open
210	3:30 Dpen	Open	0.00	Open	-1974-	Орел	Open	Open	Open	Open
225	3:45 Dpen	Operi	oly .	Open	10.4	Open	Open	Open	Open	Open
240	4:00 Dpen	Open	11/4	Open	inta-	Opert	Open	Open	Open	Open
255	4:15 Open	Open	0.78	Open	n/s	Open	Open	Open	Open	Open
270	4:30 Open	Open	ettin.	Open	infla.	Open	Open	Open	Open	Open
285	4:45 Open	Open	nla	Open	n7	Open	Open	Open	Open	Open
300	5:00 Open	Operi	iala.	Open		Open	Open	Open	Open	Open
315	5:15 Open	Open	HZO	Open	1.74	Open	Open	Open	Open	Open
330	5:30 Open	Open	inda-	Open	n!	Open	Open	Open	Open	Unen
345	5:45 Open	Open	11/2	Open	-h(a	Open	Open	Open	Open	Open
360	6:00 Open	Open	0.74	Open	9/-	Open	Open	Open	Open	Open
375	6:15 Open	Open	11/16	Open	- inla	Open	Open	Open	Open	Open
390	6:30 Open	Open	n/a	Open	0/5	Open	Open	Open	Open	Open
405	6:45 Open	Open	110	Open	100	Open	Open	Oper	Ореп	Open
470	7.00 00.00	0	- 11 m	0		0	Onton	0	Dame	Onen

7. NEat70Line - Partial Creek Avoidance Alt.

Results: 4.5 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1	Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3	Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate			0	4,423	4,423	2,197	6,620	751	7,371	0	7,371
Number of lanes at evacuation po	int		1	2		1		2			
Vehicles per hour (vph) - no conge	estion		1,600	3,200		1,600		1,600		1,600	
Vehicles per hour (vph) - with cong	gestion		500	1,000		500		1,000		500	
Vehicles per 15 min			125	250		125		250		125	
Time limit			Closed, Ridge Route 0 closes at 60 Min	No limit	No limit	No limit	Nolimit	No limit	: No limit		No limit
				Vehicle Eva	cuation Shown in	15 Minute Inter	vals				
			A	В	A+B=C	D	C+D=E	F	E+F=G	н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1	No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	0	250	250	125	375	250	625	0	625
	30	Min	0	500	500	250	750	500	1,250	0	1,250
	45	Min	0	750	750	375	1,125	750	1,875	0	1,875
	60	Min	0	1,000	1,000	500	1,500	751	2,251	0	2,251
	75	Min	0	1,250	1,250	625	1,875	751	2,626	0	2,626
	90	Min	0	1,500	1,500	750	2,250	751	3,001	0	3,001
	105	Min	0	1,750	1,750	875	2,625	751	3,376	0	3,376
	120	Min	0	2,000	2,000	1,000	3,000	751	3,751	0	3,751
	135	Min	0	2,250	2,250	1,125	3,375	751	4,126	0	4,126
	150	Min	0	2,500	2,500	1,250	3,750	751	4,501	0	4,501
	165	Min	0	2,750	2,750	1,375	4,125	751	4,876	0	4,876
	180	Min	0	3,000	3,000	1,500	4,500	751	5,251	0	5,251
	195	Min	0	3,250	3,250	1,625	4,875	751	5,626	0	5,626
	210	Min	0	3,500	3,500	1,750	5,250	751	6,001	0	6,001
	225	Min	0	3,750	3,750	1,875	5,625	751	6,376	0	6,376
	240	Min	0	4,000	4,000	2,000	6,000	751	6,751	0	6,751
	255	Min	0	4,250	4,250	2,125	6,375	751	7,126	0	7,126
	270	Min	0	4,500	4,500	2,250	6,750	751	7,501	0	7,501
	285	Min	0	4,500	4,500	2,250	6,750	751	7,501	0	7,501

Wind Driven Fire at North Interface (Wind NE direction @ 70 mph) with Partial Creek Avoid ance Development

Narrative: Fire is modeled from an existing line of fire to the NE of the Project Site. Wind is from the NE at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site (out of alignment) for the balance of the modeling timeframe.

NE

at 70 mphF	Palital Creek Avoid	lance	Evacuation	otheSouth							1
	Evac Pt1	Evac Pt 2	EvacPt.3A	Evac Pt.38	Evac Pt.3C	Route 0	Route 1	Route 2	Rou te 3	Route 4	1
15	0:15 Open	Open	7974	10.0	Closed	Open	Open	Open	Open	Open	
30	0:30 Open	Open	100	10.04	Closed	Open	Open	Open	Open	Open	
45	0:45 Open	Open	199	100	Closed	Open	Open	epen	Open	Opert	
60	1:00 Open	Open	N.	705	Closed	Closed	Open	Open	Open	Open	
75	1:15 Open	Open	7/10	3/41	Closed	Closed	Open	Open	Open	Gpen	
90	1:30 Open	dpen	7/10	111-	Closed	Clased	Open	Orpen	Open	Open	
105	1:45 Open	Open	7/4	100	Closed	Closed	Open	Open	Open	Open	
120	2:00 Open	Open	1/22	Jun .	Closed	Closed	Open	Open	Open	Open	2
135	2:15 Open	Open	7/2	100	Closed	Closed	Open	Open	Орег	Open	
150	2:30 Open	Open	n/a	202	Closed	Closed	Open	Open	Open	Open	
165	2:45 Open	Open	n/a	199	Closed	Closed	Open	Open	Open	Open	
190	3:00 Open	Open	n/a	ALC: N	Closed	Closed	Open	Open	Open	Open	2
195	3:15 Open	Open	n/a	142.04	Closed	Closed	Open	Open	Open	Open	1
210	3:30 Open	Open	17a	1010	Closed	Closed	Open	Open	Open	Open	2
225	3:45 Open	Open	3/5	344.	Closed	Closed	Open	Open	Open	Open	3
240	4:00 Open	Open	7/4	101	Closed	Closed	Open	Open	Open	Open	
255	4:15 Open	Open	3/2	IVA .	Closed	Closed	Open	Open	Opin	Open	
270	4:30 Open	Open	7/13	104	Closed	Closed	Open	Open	Open	Open	
285	4:45 Open	Open	n/a	1000	Closed	Closed	Open	Open	Open	Open	
300	S:00 Open	Open	1/2	10.00	Closed	Closed	Open	Open	Open	Open	
315	5:15 Open	Open	7/3	100.	Closed	Closed	Open	Open	Operv	Open	
330	5:30 Open	Open	n/a	7.04	Closed	Closed	Open	Open	Open	Open	
345	5:45 Open	Open	1/12	2014	Closed	Closed	Open	Open	Open	Open	
360	6:00 Open	Open	7/12	The second	Closed	Closed	Open	Open	Open	Open	
375	6:15 Open	Open	3/8	1994	Closed	Closed	Open	Open	Open	Open	
390	6:30 Open	Open	o/a	1999	Closed	Closed	Open	Open	Open	Open	
405	6:45 Open	Open	7/0	Silw.	Closed	Closed	Open	Open	Open	Open	
420	7:00 Open	Open	100	(4)4.)	Closed	Closed	Open	Open	Open	Open	



8. NNEat70Line- Previously Approved Plan

Results: 1.5 hour to evacuate 842 DU (1,970 vehicles) from the priority evacuation area of the Project

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

4.75 hours to evaluate entire	Project 5 150 D0 (7 571	venicies			_			-		 	
				Ridge Route			Ridge Route	Project Affordable	Ridge Route	Northlake	Ridge Route
Description		Evac Pt. 3	Evac Pt. 2	Pt. 1		Evac Pt. 1	Pt. 2	Housing	Pt. 3	Hills	Pt.4
Number of vehicles to evacuate		0	1,276	1,276		693	1,970	0	1,970	0	1,970
Number of lanes at evacuation po	pint	1	2			1		2		1	
Vehicles per hour (vph) - no cong	estion	1,600	3,200			1,600		1,600		1,600	
Vehicles per hour (vph) - with con	gestion	500	1,000			500		1,000		500	
Vehicles per 15 min	-	125	250			125		250		125	-
							Ridge Route	Ridge Route	Ridge Route		
							closes at 240	closes at 240	closes at 240		1
		Closed until					Min and	Min and	Min and		1
Time limit		200 Min from start of fire	No limit	No limit		No limit	270 Min	270 Min	270 Min		No limit
		Start of file	Vehicle Eva	ruation Showr	in 1	5 Minute Interv	(ale	270 101	270 100		NO INTIL
	1	Δ	B	A+B=C		D	C+D=E	 F	E+F=G	н	G+H=I
		~									Total No. of
				Total No. of			Total No. of		Total No. of		Vehicles
				Vehicles			Vehicles	No. of	Vehicles		from Evac
				from Evac Pt.			from Evac	Vehicles	from Evac	No. of	Pts. 3, 2, 1,
		No. of		3 and Evac		No. of	Pts. 3, 2 & 1	from Project	Pts. 3, 2, 1, &	Vehicles	AH, NH
		Vehicles	No. of Vehicles	Pt. 2 Passing		Vehicles	Passing	AH Passing	AH Passing	from NH	Passing
		Passing	Passing	Through		Passing	Through	through	Through	Passing	Through
	Time	Inrough	Inrough Evac	Ridge Rt Pt.		Through	Ridge Rt. Pt.	Ridge Rt	Ridge Rt Pt.	Through Bidge Bt	Ridge Rt Pt.
	15 Min	EVac FL 3	FL 2	250		EVAC FL 1	2 275	250	5	Ridgert	4 625
	20 46-	0	230	230		125	375	230	1 250	0	1 250
	30 Min	0	750	750		375	1 125	750	1,230	0	1,230
	43 Will	0	1 000	1 000		575	1,123	750	1,075	0	1,075
	75 Min	0	1,000	1,000		500	1,000	751	2,231	0	2,231
	7.5 Min	0	1,230	1,230		750	2 250	751	2,020	0	2,020
	105 Min	0	1,300	1,300		875	2,230	751	3,001	0	3 376
	120 Min	0	2,000	2,000		1 000	3,000	751	3,570	0	3,570
	135 Min	0	2,000	2,000		1,000	3,000	751	4 126	0	4 126
	150 Min	0	2,230	2,250		1,123	3,575	751	4,120	0	4,120
	165 Min	0	2,500	2,300		1 375	4 125	751	4,301	0	4,301
	180 Min	0	2,730	2,730		1,575	4,123	751	5 251	0	5 251
	195 Min	0	3,000	3 250		1,500	4,300	751	5,231	0	5,231
	210 Min	0	3,230	3,250		1,023	4,075	751	5,020	0	5,020
	210 WIN	0	3,500	3,500		1,750	5,250	751	6,001	0	6,001
	223 MII	0	3,750	3,750		1,8/5	5,625	751	6,376	0	0,376
		0	3,750	3,750		1,8/5	5,625	751	6,376	0	6,376
	200 MIN	0	3,750	3,750		1,8/5	5,625	/51	6,376	0	6,376
	270 Min	125	4,000	4,125		2,000	6,125	751	6,876	0	6,876
	285 Min	250	4,250	4,500		2,125	6,625	751	7,376	0	7,376
	300 Min	250	4,250	4,500		2,125	6,625	751	7,376	0	7,376

Wind Driven Fire at North Interface (Wind NNE direction @ 70 mph) with Previously Approved Development

Narrative: Fire is modeled from an existing line of fire to the NE of the Project Site. Wind is from the NNE at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately four hours into the simulated event.

NP

									2.47	14.141.04
Eat 70 mp	h Approved		Evacuation	to the South	•					
	Evac Pt 1	Evac Pt2	Evec Pt. 3 A	Evac Pt. 38	Evac Pt. 30	Route 0	Route 1	Route 2	Route 3	Route d
15	0:15 Open	Open	Closed	-1/1	ingle and in	Open	Open	Open	Open	Open
30	0:30 Open	Open	Closed	7644	n/in	Open	Open	Open	Open	Dpen
45	0:45 Open	Open	Closed	10/0	11/3	Open	Open	Open	Open	Dpen
60	1:00 Open	Open	Closed	7579	n/a	Open	Open	Ореп	Open	Open
75	1:15 Open	Open	Closed	1/11	n/a	Open	Open	Open	Open	Open
90	1:30 Open	Ореп	Closed	79/M	n/a	Open	Open	Open	Open	Open
105	1:45 Open	Орен	Closed	100	mie-	Open	Open	Open	Open	Open
120	2:00 Open	Open	Closed	104	n/m	Open	Open	Open	Open	Open
135	2:15 Open	Open	Closed	All and a second	min .	Open	Open	Open	Open	Open
150	2:30 Open	Open	Closed	mile -	1970	Open	Open	Open	Open	Open
165	2:45 Open	Ореп	Closed	11/1	m/a	Open	Open	Open	Open	Open
180	3:00 Open	Ореп	Closed	394	20082	Open	Open	Open	Open	Open
195	3:15 Open	Open	Closed	11/4	104	Open	Open	Open	Open	Open
210	3:30 Open	Ореп	Closed	1078	10/20.	B pen	Open	Open	Open	Open
225	3:45 Open	Open	Closed	1924	704	Ореп	Open	Open	Open	Open
240	4:00 Open	Open	Closed	1074	1420	Open	Open	Closed	Closed	Open
255	4:15 Open	Open	Open	14	-976	Open	Open	Closed	Closed	Open
270	4:30 Open	Open	Open		16/21	Open	Open	Open	Open	Open
285	4:45 Open	Open	Open	1004	1976	Open	Open	Open	Open	Open
300	5:00 Otten	Open	Open	100	0,54	Ocien	Open	OPen	Open	Open
315	5:15 Open	Open	Open	ave:	1976	Open	Open	Qgen	Open	Open
330	5:30 Open	Open	Open		n/a	Open	Open	Oven	Open	Open
345	5:45 Open	Open	Open	201	n/=	Open	Ореп	Open	Open	Open
360	6:00 Open	Open	Open	211	n/	Open	Open	Open	Open	Open
375	6:15 Open	Open	Open	110	n/	Open	Open	Open	Open	Open
390	6:30 Open	Open	Ореп	1178	n/a	Open	Open	Ορεσ	Open	Ореп
405	6:45 Open	Open	Open	161	19/9	Open	Open	Open	Open	Open
420	7:00 Open	Open	Ореп	-10/3		Open	Open	Open	Open	Dpen



8. NNEat70Line - Creek Avoidance Alt.

Results: 1.25 hours to evacuate 767 DU (1,795 vehicles) from the priority evacuation area of the Project 275 hours to evacuate entire Project 1815 DU (4.247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

2.75 Hours to evacuate entire i	TOJECE	1,010 00 (4,247	verneresj	246					 		_		
Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3		Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate			0	1,227	1,227		567	1,795	0	1,795		0	1.79
Number of lanes at evacuation poi	nt		1	2	7.22		1	14	- 2	12		1	.,
Vehicles per hour (vph) - no conge	stion		1,600	3,200			1.600		1.600			1.600	-
Vehicles per hour (vph) - with cond	estion		500	1.000		1	500		1.000			500	-
Vehicles per 15 min	,		125	250			125	· · · · · · · · · · · · · · · · · · ·	250			125	-
						1		Ridge Route	Ridge Route	Ridge Route			
								closes at 240	closes at 240	closes at 240		1	1
			Closed until					Min and	Min and	Min and		1	1
			255 Min at fire					reopens at	reopens at	reopens at		1	
Time limit			started	No limit	No limit		No limit	t 270 Min	270 Min	270 Min		5. 	No lim
				Vehicle Ev	acuation Shov	vn in	15 Minute Inte	rvals					
			A	В	A+B=C		D	C+D=E	F	E+F=G		Н	G+H=I
	15	Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	14 1	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15		0	250	250	÷ :	125	375	250	625		0	023
	30	Min Atio	0	500	500	3	250	/50	386	1,136		0	1,136
	45	A dim	0	1 000	1 000		575	1,125	380	1,511		0	1,01
	75	Min	0	1,000	1,000		500	1,500	380	1,000		0	1,000
	/5	Min	0	1,250	1,250	2	625	1,875	386	2,261		0	2,26
	90	Min	0	1,500	1,500	1	/50	2,250	386	2,636		0	2,636
	105	Min	0	1,750	1,750	1	8/5	2,625	386	3,011		0	3,011
	120	Min	0	2,000	2,000		1,000	3,000	386	3,386		0	3,386
	135	IVIII	0	2,250	2,250		1,125	3,3/5	386	3,761		0	3,761
	150		0	2,500	2,500	2 3	1,250	3,750	386	4,136		0	4,136
	165	Min	0	2,750	2,750	2.1	1,375	4,125	386	4,511		0	4,51
	180	Min	0	2,750	2,750	<	1,375	4,125	386	4,511		0	4,511

Wind Driven Fire at North Interface (Wind NNE direction @ 70 mph) with Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the NE of the Project Site. Wind is from the NNE at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 2. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately four hours into the simulated event.

									4	\$ 16 6
NNE at 70 mpl	h Creek Avoidance		Evacuation	to the South						
	Evac Pt 1	Evac Pt2	Evac Pt. 3A	EvacPt. 3B	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route
15	0:15 Open	Open	100	Closed	-m/a	Open	Open	Open	.Copen-tr	Dpen
30	0:30 Open	Орел	144	Closed	34(E)#	Open	Ореп	Open	Othen.	Open
45	0:45 Open	Орел	n/a	Closed	0.00	Open	ореп	Open	Open	Орел
60	1:00 Open	Open	n/a	Closed	11/10	Closed	Open	Open	Open	Open
75	1:25 Open	Ореп	n/a	Closed	10.00	Closed	Open	Open	Open	Open
90	1:30 Open	Open	n/a	Closed	10.0	Closed	Open	Ореп	Open	Open
105	1:45 Open	Open	11/11	Closed	0056	Closed	Open	Opieri	Ophill	Open
120	2:00 Open	Open	n/a	Closed	11124	Closed	Open	Ореп	Chinese.	Open
135	2:15 Open	Open	11/4	Closed	1020	Closed	Open	Open	CODIENT.	Open
150	2:30 Open	Орел	the state	Closed	nia	Open	Open	Open	Орел	Open
165	2:45 Open	Open	100	Closed	11/6	Open	Open	Open	Open	Open
180	3:00 Open	Open	n/a	Closed	1120	Open	Open	Ореп	Open	Open
195	3:15 Open	Орел	10.0	Closed	11/4	Open	Open	Open	Open	Open
210	3:30 Open	Орел	1/a	Closed	(0éa	Орен	Open	Open	Open	Open
225	3:45 Open	Орел	/a	Closed	1120	Open	Open	Open	Open	Open
240	4:00 Open	Орел	/a	Closed	(12)	Open	Ореп	Closed	Closed	Open
255	4:15 Open	Open	/a	Open	704	Open	Open	Closed	Closed	Open
270	4:30 Open	Open	ta	Open	1124	Open	Ореп	Open	Open	Open
285	4:45 Open	Open	17/a	Open	n/a	Open	Open	Ореп	Open	Open
300	5:00 Open	Open	m/a	Open	nta	Open	Open	Open	Open	Open
315	S:15 Open	Open	m/a	Open	nta	Open	Open	Open	Open	Open
330	5:30 Open	Open	п/а	Opien	n/a	Open	Open	Open	Open	Open
345	5:45 Open	Орел	n/e	Open	nla	Open	Open	Open	Open	Open
360	6:00 Open	Ореп	n/a	Open	nta	Open	Open	Open	Open	Орел
375	6:15 Open	Ореп	n/a	Open	n/a	Open	Open	Open	Open	Open
390	6:30 Open	Open	n/a	Open	m/a	Open	Open	Open	Open	Open
405	6:45 Open	Open	n/a	Open	n/2	Open	Open	Open	Open	Open
000	2.00 0000	Onau	als	0.000		Ocar	Ocer	Onor	Onen	Onco



8. NNEat70Line - Partial Creek Avoidance Alt.

Results: 1.75 hours to evacuate 963 DU (2,253 vehicles) from the priority evacuation area of the Project 4.5 hours to evacuate entire Project 3.150 DU (7.371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

	10jeet 5,150 D0 (7,571 V	chiclesy										
Description		Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3		Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate		0	1,485	1,485		769	2,253	0	2,253	t	0	2,253
Number of lanes at evacuation po	pint	1	2			1		2		t	1	
Vehicles per hour (vph) - no cong	estion	1,600	3,200			1,600		1,600		t	1,600	
Vehicles per hour (vph) - with con	gestion	500	1,000			500		1,000		t	500	
Vehicles per 15 min	-	125	250			125		250		t	125	
Time limit		Closed	No limit	No limit	•	No limit	closes at 240 Min and reopens at 270 Min	closes at 240 Min and reopens at 270 Min	Ridge Route closes at 240 Min and reopens at 270 Min			No linii
		0,0000	Vehicle Ev	acuation Show	nin	15 Minute Inte	rvals	210 11	210 1111	_		
	1	A	B	A+B=C		D	C+D=E	 E	E+F=G		н	G+H=I
	Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15 Min	0	250	250		125	375	250	625	Ī	0	625
	30 Min	0	500	500		250	750	500	1,250	1	0	1,250
	45 Min	0	750	750		375	1,125	750	1,875	[0	1,875
	60 Min	0	1,000	1,000		500	1,500	751	2,251		0	2,251
	75 Min	0	1,250	1,250		625	1,875	751	2,626		0	2,626
	90 Min	0	1,500	1,500		750	2,250	751	3,001	[0	3,001
	105 Min	0	1,750	1,750		875	2,625	751	3,376	_ [0	3,376
	120 Min	0	2,000	2,000		1,000	3,000	751	3,751	ļ	0	3,751
	135 Min	0	2,250	2,250		1,125	3,375	751	4,126	l	0	4,126
	150 Min	0	2,500	2,500		1,250	3,750	751	4,501	l	0	4,501
	165 Min	0	2,750	2,750		1,375	4,125	751	4,876	l	0	4,876
	180 Min	0	3,000	3,000		1,500	4,500	751	5,251	ļ	0	5,251
	195 Min	0	3,250	3,250		1,625	4,875	751	5,626	1	0	5,626
	210 Min	0	3,500	3,500		1,750	5,250	751	6,001	l	0	6,001
	225 Min	0	3,750	3,750		1,875	5,625	 751	6,376		0	6,376
	240 Min	0	4,000	4,000		2,000	6,000	751	6,751		0	6,751
	255 Min	0	4,250	4,250		2,125	6,375	751	7,126	l	0	7,126
	270 Min	0	4,500	4,500		2,250	6,750	751	7,501	ļ	0	7,501
	285 Min	0	4,500	4,500		2,250	6,750	751	7,501	- 1	6 1	,1 2

1.1

Wind Driven Fire at North Interface (Wind NNE direction @ 70 mph) with Partial Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the NE of the Project Site. Wind is from the NNE at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 2. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately four hours into the simulated event.

INE at 70 mp	hParital Creek Ave	Idance	Evacuation	to the South						
	Evac Pt 1	Evac Pt2	Evac Pt.3A	EvacPt. 3B	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route
15	0:15 Open	Open		1174-	Closed	Open	Operi	Open	Open	Open
30	0:30 Open	Open	10.0	1/16	Closed	Open	Open	Open	Open	Open
45	0:45 Open	Open	n/+	nia	Closed	Open	Open	Ореп	Open	Open
60	1:00 Open	Open		11/a	Closed	Open	Open	Open	Open	Open
75	1:15 Open	El pen	10/10	n/a	Closed	Open	Open	Open	Open	Open
90	1:30 Open	Open	107.0	n/a	Closed	Орел	Open	Open	Open	Open
105	1:45 Open	Open	11/1	n/a	Closed	Open	Open	Open	Open	Open
120	2:00 Open	Ореп	m/+	n/a	Closed	Ореп	Open	Open	Open	Open
135	2:15 Open	Open	n/=	m/a	Closed	Орея	Open	Open	Open	Open
150	2:30 Open	Open	100	n/a	Closed	Open	Open	Open	Open	Open
165	2:45 Open	Open	10/10	vn/sa	Clased	Ореп	Open	Open	Open	Open
180	3:00 Open	Open	n/=	n/a	Closed	Open	Open	Open	Open	Open
195	3:15 Open	Open	110	1.12	Closed	Closed	Open	Open	Open	Open
210	3:30 Open	Open	n/a	NY D	Closed	Closed	Open	Open	Open	Open
225	3:45 Open	Open	n/a	Add	Closed	Closed	Open	Open	Open	Open
240	4:00 Open	Open	104	14	Closed	Open	Open	Closed	Closed	Open
255	4:15 Open	Open	10.04	(1)(iii)	Closed	Open	Open	Closed	Closed	Open
270	4:30 Open	Open	16,7.0	104	Closed	Open	Open	Open	Open	Open
285	4:45 Open	Open	TV n	11/1	Closed	Open	Open	Open	Open	Open
300	5:00 Open	Open	stafer .	nfa:	Closed	Open	Open	Open	Open	Open
315	5:15 Open	Open	1.12	nie	Closed	Орел	Open	Open	Open	Open
330	5:30 Open	Open	3074	115	Closed	Open	Open	Open	Open	Open
345	5:45 Open	Open		10.0	Closed	Open	ORen	Opern	Open	Open
360	6:00 Open	Open	refs.	111-	Closed	Open	Open	Open	Open	Open
375	5:15 Open	Open	ALC: N	11/a	Clased	Open	Open	Open	Open	Open
390	6:30 Open	Ореп	0/	nie.	Closed	Open	Open	Open	Open	Open
405	6:45 Open	Open	1100	707m	Closed	Open	Open	Open	Open	Open
420	7:00 Open	Open	10.0	erts.	Closed	Open	Open	Open	Open	Open



9. Nat70Line- Previously Approved Plan

Results: 3.5 hours to evacuate 1,687 DU (3,948 vehicles) from the priority evacuation area of the Project 575 hours to evacuate entire Project 3 150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

3.75 Hours to evacuate ent	1011000	51 3,130 00 17	,571 Vernere	3/									
					Dides Douts			Dides Douts	Pro ject	Dides Douts		Northlako	Didge Doute
Description			Evac Pt. 3	Evac Pt. 2	Pt. 1		Evac Pt. 1	Pt. 2	Housing	Pt. 3		Hills	Pt. 4
Number of vehicles to evacuate			0	2.447	2.447		1.500	3.948	0	3.948		0	3.948
Number of lanes at evacuation po	int		1	2	22	2	1	2	2	0 <u>14</u>			2
Vehicles per hour (vph) - no conge	estion		1,600	3,200			1,600		1.600	14	1	1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000	14	2	500		1,000		Î	500	2
Vehicles per 15 min			125	250		5	125		250	34	Ī	125	
1 m								Ridge Route	Ridge Route	Ridge Route			Ridge Route
				Closed at 90				closes at 240	closes at 120	closes at 120			closes at 240
Time limit			Closed	at 120 Min	No limit		No limit	at 270 Min	at 150 Min	at 150 Min			at 270 Min
			0.0000	Vehicle Ev	acuation Show	vn in	15 Minute Inte	rvals	at loo min				di L/ o min
			A	В	A+B=C		D	C+D=E	 F	E+F=G		н	G+H=I
						1					Ī		
					Total No. of								Total No. of
					Vehicles			Total No. of		Total No. of			Vehicles
					from Evac			Vehicles	No. of	Vehicles			from Evac
					Pt. 3 and			from Evac	Vehicles	from Evac		No. of	Pts. 3, 2, 1,
			No. of	No. of	Evac Pt. 2		No. of	Pts. 3, 2 & 1	from Project	Pts. 3, 2, 1, &		Vehicles	AH, NH
			Vehicles	Vehicles	Passing		Vehicles	Passing	AH Passing	AH Passing		from NH	Passing
			Passing	Passing	Through		Passing	Through	through	Through		Passing	Through
		Timo	Evac Pt 3	Evac Pt 2	Ridge Rt Pt.		Evac Pt 1	Ridge Rt. Pt. 2	south of B St			Ridrie Rt	
	150	Vin	0	250	250		125	375	250	625		0	625
	30 1	Min	0	500	500	4 3	250	750	500	1,250		0	1,250
	45	Vin	0	750	750		375	1.125	750	1.875	t	0	1.875
	601	Min	0	1.000	1.000	2 2	500	1.500	751	2,251	t	0	2.251
	75 1	Vin	0	1,250	1,250	1	625	1,875	751	2,626	t	0	2,626
	90 1	Vin	0	1,250	1,250		750	2,000	751	2,751	1	0	2,751
	105	Vin	0	1,250	1,250		875	2,125	751	2,876	İ	0	2,876
	120 1	Min	0	1,250	1,250		875	2,125	751	2,876	Ī	0	2,876
	135	Min	0	1,250	1,250		875	2,125	751	2,876	- [0	2,876
	150	Min	0	1,500	1,500		1,000	2,500	751	3,251	[0	3,251
	165	Min	0	1,750	1,750		1,125	2,875	751	3,626		0	3,626
	180	Min	0	2,000	2,000	1	1,250	3,250	751	4,001		0	4,001
	195 1	Min	0	2,250	2,250		1,375	3,625	751	4,376		0	4,376
	210	Min	0	2,500	2,500		1,500	4,000	751	4,751		0	4,751
	225 1	Min	0	2,750	2,750	(- 1	1,625	4,375	751	5,126		0	5,126
	240	Min	0	2,750	2,750		1,625	4,375	751	5,126		Ū	5,126
	255 1	Min	0	2,750	2,750	8	1,625	4,375	751	5,126		0	5,126
	270 1	Vin	0	3,000	3,000	5 - 5	1,750	4,750	751	5,501	ļ	0	5,501
	285 1	Vin	0	3,250	3,250		1,875	5,125	751	5,876		0	5,876
	300 1	Vin	0	3,500	3,500		2,000	5,500	751	6,251	ļ	.0	6,251
	315	Vin	0	3,750	3,750		2,125	5,875	751	6,626	ļ	0	6,626
	330 1	Vin	0	4,000	4,000		2,250	6,250	751	7,001		0	7,001
	3451	Vin	0	4,250	4,250		2,375	6,625	751	7,376		0	7,376
-	360	Min	.0	4,250	4,250		2,375	6,625	751	7,376		0	7,376

Wind Driven Fire at North Interface (Wind N direction @ 70 mph) with Previously Approved Development

Narrative: Fire is modeled from an existing line of fire to the North of the Project Site. Wind is from the North at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to bum south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt 2. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately two hours into the simulated event and again at approximately four hours.

N at 70 mph	at 70 mph Approved			Evacuation to the South							
	Evac Pt 1	Evac Pt 2	Evac Pt, 3A	Evac Pt. 38	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4	
15	0:15 Open	Ореп	Closed	44	24	Open	Open	Open	Open	Open	
30	0:30 Open	Open	Closed	100.	-14	Open	Open	Open	Open	Open	
45	0:45 Open	Open	Closed	n/h	100	Open	Open	Open	Open	Open	
60	1:00 Open	Open	Closed	HAA	Sec	Open	Open	Open	Open	Open	
75	1:15 Open	Open	Clo sed	rild		Open	Open	Open	Open	Open	
90	1:30 Open	Closed	Closed	HAR .	-da	Close d	Open	Open	Open	Open	
105	1:45 Open	Closed	Closed	11.14		Closed	Open	Open	Open	Open	
120	2:00 Open	Open	Closed	11/10	0/	Open	Open	Open	Closed	Open	
135	2:15 Open	Open	Closed	-min	n/a	Open	Open	Open	Closed	Open	
150	2:30 Open	Open	Closed	200	n/a	Open	Open	Open	Open	Open	
165	2:45 Open	Open	Closed	114	n/a	Open	Open	Open	Open	Open	
180	3:00 Open	Open	Closed	5/6	n/n	Open	Open	Open	Open	Open	
195	3:15 Open	Open	Closed	-10	n/n	Open	Open	Open	Open	Open	
210	3:30 Open	Open	Closed	244	n/a	Open	Open	Open	Open	Open	
225	3:45 Open	Open	Closed	104	n/a	Open	Open	Ореп	Open	Open	
240	4:00 Open	Open	Closed	144	n/a	Open	Open	Closed	Open	Closed	
255	4:15 Open	Open	Closed	n/a	n/a	Open	Open	Closed	Open	Closed	
270	4:30 Open	Open	Closed	n/a	n/a	Open	Open	Open	Open	Open	
285	4:45 Open	Open	Closed	n/a	n/a	Open	Open	Open	Open	Open	
300	5:00 Open	Open	Closed	n/a	n/a	Open	Open	Open	Open	Open	
315	5:15 Open	Open	Closed	n/a	n/a	Open	Open	Open	Open	Open	
330	5:30 Open	Open	Closed	n/a	n/a	Open	Open	Open	Open	Open	
345	5:45 Operi	Open	Closed	o/a	π/a	Open	Open	Open	Open	Open	
360	6:00 Open	Open	Closed	n/a	n/a	Open	Open	Open	Open	Open	
375	6:15 Open	Open	Closed	n/a	ri/a	Open	Open	Open	Open	Open	
390	6:30 Open	Open	Closed	1004	п/a	Open	Open	Open	Open	Open	
405	6:45 Open	Open	Closed	1000	394	Open	Open	Open	Open	Open	
420	7:00 Open	Open	Closed	1004	- 124	Open	Open	Open	Open	Open	



9. Nat70Line - Creek Avoidance Alt.

Results: 2.5 hrs to evacuate 940 DU (2,198 vehicles) from the priority evacuation area of the Project 3.5 hrs to evacuate entire Project 1,815 DU (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

									Project				1
					Ridge Route Pt.			Ridge Route	Affordable	Ridge Route		Northlake	Ridge Route
Description			Evac Pt. 3	Evac Pt. 2	1		Evac Pt. 1	Pt. 2	Housing	Pt. 3		Hills	Pt. 4
Number of vehicles to evacuate			0	1,265	1,265		933	2,198	0	2,198		0	2,198
Number of lanes at evacuation po	int		1	2			1		2			1	
Vehicles per hour (vph) - no cong	estion		1,600	3,200			1,600		1,600			1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000			500		1,000			500	
Vehicles per 15 min			125	250			125		250			125	
Time limit			Closed	Closes at 60 Min, reopens at 90 Min	Closes at 60 Min, reopens at 90 Min		No limit	Ridge Route closes at 240 Min, reopens at 270 Min	Ridge Route closes at 120 Min, reopens at 150 Min	Ridge Route closes at 120 Min, reopens at 150 Min			Ridge Route closes at 240 Min, reopens at 270 Min
				Vehicle E	vacuation Show	n in 1	15 Minute Inter	wals				1	
	I		A	B	A+B=C	<u> </u>	D	C+D=E	F	E+F=G	<u> </u>	н	G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	0	250	250		125	375	250	625		0	625
	30	Min	0	500	500		250	750	386	1,136		0	1,136
	45	Min	0	750	750		375	1,125	386	1,51 1		0	1,511
	60	Min	0	750	750		500	1,250	386	1,636		0	1,636
	75	Min	0	750	750		625	1,375	386	1,761		0	1,761
	90	Min	0	1,000	1,000		750	1,750	386	2,136		0	2,136
	105	Min	0	1,250	1,250	1	875	2,125	386	2,511		0	2,511
	120	Min	0	1,250	1,250	1	875	2,125	386	2,511	1	0	2,511
	135	Min	. 0	1,250	1,250	1	875	2,125	386	2,511	1	0	2,511
	150	Min	0	1,500	1,500	1	1,000	2,500	386	2,886	1	0	2,886
	165	Min	0	1,750	1,750	1	1,125	2,875	386	3,261	1	0	3,261
	180	Min	0	2,000	2,000	1	1,250	3,250	386	3,636		0	3,636
	195	Min	0	2,250	2,250	1	1,375	3,625	386	4,011	1	0	4,011
	210	Min	0	2,500	2,500	1	1,500	4,000	386	4,386	1	0	
	225	Min	0	2,500	2,500	1	1,500	4,000	386	4,386	1	0	4,386

Wind Driven Fire at North Interface (Wind N direction @ 70 mph) with Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the North of the Project Site. Wind is from the North at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 2. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately two hours into the simulated event and again at approximately four hours.

									in the course of the	
Net 70 mph	Creek Avoidance		Evacuation	to the South						
	Evac Pt 1	Evac Pt 2	Evac Pt. 3A	Evac Pt. 38	Evac Pt. 3C	Route 0	Route 1	Route 2	Route3	Route 4
15	0:15 Open	Open	1/4	Closed	255	Open	Open	Open	Open	Open
30	0:30 Open	Open	nla	Closed	0/0	Open	Open	Open	Open	Open
45	0:45 Open	Open	1.14	Closed	A.F.C.	Open	Open	Open	Open	Open
60	1:00 Open	Closed	11,64	Closed	We	Closed	Closed	Open	Open	Open
75	1:15 Open	Closed	min	Closed	della .	Closed	Closed	Open	Open	Open
90	1:30 Open	Open	0.00	Closed	sult.	Open	Орел	Open	Open	Open
105	1:45 Open	Open	111-	Closed	della:	Open	Open	Open	Open	Open
120	2:00 Open	Open	n/a	Closed	A/#	Open	Open	Open	Closed	Open
135	2:15 Open	Open	пла	Closed	9.7%	Open	Open	Open	Closed	Open
150	2:30 Open	Open	li/a	Closed	11-	Open	Open	Open	Open	Open
165	2:45 Open	Open	117=	Closed	10/0	Open	Open	Open	Open	Open
180	3:00 Open	Operi	n/a	Closed	ALC: N	Open	Open	Open	Open	Open
195	3:15 Open	Open	π/a	Closed	will a	Open	Open	Ореп	Open	Open
210	3:30 Open	Open	n/a	Closed	8.4.0	Open	Open	Open	Open	Open
225	3:45 Open	Open	n/a	Closed	11/2	Open	Open	Open	Open	Open
240	4:00 Open	Open	- mbai	Closed	-1	Open	Open	Closed	Open	Closed
255	4:25 Open	Open	1104	Closed	1.74	Open	Open	Closed	Open	Closed
270	4:30 Open	Open	n/a	Closed	144	Open	Open	Open	Open	Open
285	4:45 Open	Open	110fac	Closed	1014	Open	Open	Ореп	Open	Open
300	5:00 Open	Open	7154	Closed	n Gar	Open	Open	Open	Open	Open
315	5:15 Open	Open	refui	Closed	torial.	Open	Open	Ореп	Open	Open
330	5:30 Open	Open	71/m	Closed	=/a	Open	Open	Ореп	Open	Open
345	5:45 Open	Open	redu	Closed	10	Open	Open	Open	Open	Open
360	6:00 Open	Open	n/fai	Closed	w/a.	Open	Open	Ореп	Open	Open
375	6:15 Open	Open	Ada	Closed		Open	Open	Open	Open	Open
390	6:30 Open	Open	.0.fut.	Closed	n/a	Open	Open	Open	Open	Open
405	6:45 Open	Open	-8/16	Closed	n/a	Open	Open	Ореп	Open	Open
420	7:00 Open	Open	10.04	Closed	-/	Open	Open	Open	Open	Open



9. Nat70Line - Partial Creek Avoidance Alt.

Results 3.5 hours to evacuate 1,702 (3,983 vehicles) from the priorit evacuation area of the Project 5.25 hours to evacuate entire Project 3,150 (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

o Lo notire to erabilita entire	0 1 10 0	010,000	of the total of	PC)		-								
					Ridge Route			Ridge Route		Project Affordable	Ridge Route		Vorthlake	Ridge Route
Description			Evac Pt. 3	Evac Pt. 2	Pt. 1		Evac Pt. 1	Pt. 2		Housing	Pt. 3		Hills	Pt. 4
Number of vehicles to evacuate			0	2,489	2,489	1	1,493	3,983		0	3,983		0	3,98
Number of lanes at evacuation point	nt		1	2			1			2			1	-
Vehicles per hour (vph) - no conge	stion		1,600	3,200			1,600			1,600			1,600	-
Vehicles per hour (vph) - with cong	gestion		500	1,000			500			1,000			500	-
Vehicles per 15 min			125	250			125			250		\vdash	125	-
Time limit			Closed	Closes at 60 Min, reopens at 90 Min	No limit		No limit	Ridge Route closes at 240 Min, reopens at 270 Min		Ridge Route closes at 120 Min, reopens at 150 Min	Ridge Route closes at 120 Min, reopens at 150 Min			Ridge Route closes at 24 Min, reopen at 270 Mi
				Vehicle Eva	cuation Show	nín	15 Minute Inte	ervals	_	1				
-			A	В	A+B=C Total No. of		D	C+D=E		F	E+F=G Total No. of	\vdash	н	G+H=I Total No. of
					Vehicles from Evac			Total No. of Vehicles		No. of Vehicles	Vehicles from Evac		No. of	Vehicles from Evac
			No.of	No.of	Pt. 3 and Evac Pt 2		No. of	Pte 3 2 & 1		AH Passing	PIS. 3, 2, 1, & AH		NO. OT Vehicles	PTS. 3, 2, 1, AH NH
			Vehicles	Vehicles	Passing		Vehicles	Passing		through	Passing		from NH	Passing
			Passing	Passing	Through		Passing	Through		Ridge Rt	Through		Passing	Through
			Through	Through	Ridge Rt Pt.		Through	Ridge Rt. Pt.		south of B	Ridge Rt Pt.	11	Through	Ridge Rt Pt
		Time	Evac Pt. 3	Evac Pt. 2	1		Evac Pt. 1	2		St	3		Ridge Rt	4
	15 N	/lin	0	250	250		125	375		250	625		0	62
	30 1	/lin	0	500	500		250	750		500	1,250		0	1,25
	45 N	<i>l</i> in	0	750	750		375	1,125		750	1,875		0	1,87
	60 N	/lin	0	750	750		500	1,250		751	2,001		0	2,00
	75 M	Ain	0	750	750		625	1,375		/ 51	2,126		0	2,12
	90 1	Ain	0	1,000	1,000		750	1,750		/ 51	2,501		0	2,50
	105	Ain	0	1,250	1,250		875	2,125		/ 51	2,876		0	2,870
	1201	Ain	0	1,250	1,250		75	2,725		7 57	2, 76		0	2, 70
	135 1	Ain	0	1,250	1,250		/ 5	2,725		757	2, 70		0	2, 70
	1001	Ain	0	1,500	1,500		1,000	2,500		751	3,251		0	3,25
I F	190 1	Ain	0	2,000	2,000		1,123	2,073		751	3,020		0	3,020
I F	105	Ain	0	2,000	2,000		1,230	3,230		751	4,001		0	4,00
I F	210	lin	0	2,230	2,230		1,575	4 000		751	4,370		0	4,370
I F	225	Ain	0	2,500	2,300		1,500	4,000		751	5 126		0	4,73
	240	Ain	0	3,000	3,000		1,023	4,373		751	5 501		0	5.50
F	255	/in	0	3,000	3 250		1,750	5 125		751	5,876		0	5,30
F	270	/in	0	3,500	3,500		2,000	5,500		751	6,251		0	6.25
I F	285 1	/in	0	3,750	3,750		2,125	5,875		751	6,626		0	6.620
F	300	Ain	0	4,000	4,000		2,250	6,250		751	7,001		0	7.00
I – F	315 M	lin	0	4,250	4,250		2,375	6,625		751	7,376		0	7.37
	330 1	/in	0	4 250	4 250		2,375	6.625		7.51	7,376		0	7.370

1

Wind Driven Fire at North Interface (Wind N direction @ 70 mph) with Partial Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the North of the Project Site. Wind is from the North at 70 mph. Fire impact the Project Site in less than 5 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 2. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately two hours into the simulated event and again at approximately four hours.





10. Templin Trigger- Approved Plan Results: 4 hours to evacuate entire Project 3,150 DU (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

								Project				
				Ridge Route Pt.			Ridge Route	Affordable	Ridge Route		Northlake	Ridge Route
Description		Evac Pt. 3	Evac Pt. 2	1		Evac Pt. 1	Pt. 2	Housing	Pt. 3		Hills	Pt. 4
Number of vehicles to evacuate		1,258	3,575	4,832		1,787	6,620	751	7,371		0	7,371
Number of lanes at evacuation po	oint	1	2			1		2			1	
Vehicles per hour (vph) - no cong	jestion	1,600	3,200			1,600		1,600			1,600	
Vehicles per hour (vph) - with cor	ngestion	500	1,000			500		1,000			500	
Vehicles per 15 min		125	250			125		250			125	
							Ridge Route	Ridge Route	Ridge Route			Ridge Route
							closes at 300	closes at 225	closes at 240			closes at 300
		Closed for					Min, reopens	Min, reopens	Min, reopens			Min, reopens
Time limit		first 60 Min.	No limit	No limit		No limit	at 330 Min	at 255 Min	at 270 Min			at 330 Min
			Vehicle I	Evacuation Shown	in 15	5 Minute Interv	als	 		_		
		A	В	A+B=C		D	C+D=E	F	E+F=G		Н	G+H=I
												Total No. of
							Total No. of		Total No. of			Vehicles
				Total No. of			Vehicles	No. of	Vehicles			fromEvac
				Vehicles from			from Evac	Vehicles	from Evac		No. of	Pts. 3, 2, 1,
		No. of	No. of	Evac Pt. 3 and		No. of	Pts. 3, 2 & 1	from Project	Pts. 3, 2, 1, &		Vehicles	AH, NH
		Vehicles	Vehicles	Evac Pt. 2		Vehicles	Passing	AH Passing	AH Passing		from NH	Passing
		Passing	Passing	Passing		Passing	Through	through	Through		Passing	Through
	Time	Through	Through	Through Ridge		Through	Ridge Rt. Pt.	Ridge Rt	Ridge Rt Pt.		Through Dislose Da	Ridge Rt Pt.
	rime urbu:	EVac Pt. 3	EVac Pt. 2	Rt Pt. 1		EVac Pt. 1	2	South of B St	3		Ridge Rt	4
	15 Min	0	250	250		125	3/5	250	625		0	625
	30 Min	0	500	500		250	/50	500	1,250		0	1,250
	45 Min	0	1 000	/50		3/5	1,125	750	1,875		0	1,875
	75 Min	125	1,000	1,000		500	2,000	751	2,201		0	2,231
	90 Min	250	1,230	1,373		750	2,000	751	3 251		0	3 251
	105 Min	375	1,550	2 125		875	3,000	751	3,751		0	3,751
	120 Min	500	2.000	2,500		1.000	3,500	751	4,251		0	4,251
	135 Min	625	2,250	2,875		1,125	4,000	751	4,751		0	4,751
	150 Min	750	2,500	3,250	1	1,250	4,500	751	5,251		0	5,251
	165 Min	875	2,750	3,625		1,375	5,000	751	5,751		0	5,751
	180 Min	1,000	3,000	4,000		1,500	5,500	751	6,251		0	6,251
	195 Min	1,125	3,250	4,375		1,625	6,000	751	6,751		0	6,751
	210 Min	1,250	3,500	4,750		1,750	6,500	751	7,251		0	7,251
	225 Min	1,375	3,750	5,125		1,875	7,000	751	7,751		0	7,751
	240 Min	1,375	3,750	5,125		1,875	7,000	751	7,751		0	7,751

Templin Highway and Ridge Route Road Trigger Point Previously Approved Development

Narrative: Fire is modeled from an existing line of fire to the North of the Project Site at Templin Highway. Wind is from the North at 70 mph. Fire impact the Project Site in less than 10 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 3A. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately two hours into the simulated event and again at approximately four hours and again at five hours.

Templin at 70	mph Approved		Evacuation	to the South						
	Evac Pt 1	Evac Pt 2	Evar Pt. 3A	Evac Pt. 38	Evac Pt. 3C	Route 0	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	Closed	6.3		Open	Орел	Open	Open	Open
30	0:30 Open	Open	Closed	11/20	19/2	Open	Open	Open	Open	Open
45	0:45 Upen	Open	Closed	n/a	n/a	Open	Open	Upen	Open	Open
60	1:00 Open	Open	Closed	Adda	11/0	Open	Open	Open	Open	Open
75	1:15 Open	Open	Open	n/m	alm.	Open	Open	Open	Open	Open
90	1:30 Open	Open	Open	2.5		Open	Open	Open	Open	Open
105	1:45 Open	Open	Open	n/a	1./=	Open	Open	Open	Open	Open
120	2:00 Open	Deen	Open	1/a	10.0	Dpen	Open	Open	Open	Open
135	2:15 Open	Open	Open	ata.	n/a	Open	Open	Open	Open	Open
150	2:30 Open	Open	Open	n/a	n!-	Open	Com	Ореп	Open	Open
165	2:45 Open	Open	Dritten	10.0	n/a	Open	Open	Ореп	Open	Open
180	3:00 Open	Down	Open	11/14	m/=	Open	Ореп	Open	Open	Open
195	3:15 Open	Dieti	(Space in	100		Open	Open	Open	Open	Open
210	3:30 Open	Openi	Open	m/#	-166	Open	Open	Open	Open	Орея
225	3:45 Open	stoers	Ligner (1	n/a	361	Open	Open	Open	Open	Open
240	4:00 Open	Dpen	Open	1/d	side-	Open	Open	Open	Closed	Open
255	4:15 Open	Open	Open	COVIE .	mla	Open	Open	Open	Closed	Open
270	4:30 Open	Opini	Open	Here	mta.	Open	Open	(Open)	Open	Opidit.
285	4:45 Open	chpimi .	Open	1044	mla	Open	Open	Open	Open	Open
300	5:00 Open	Dom	Open	11/4	n/a	Open	Open	Closed	Open	Closed
315	5:15 Open	Open	Open	The state	m/a	Open	Otten	Closed	Open	Closed
330	S:30 Open	Open	Open	ala	n/a	Open	Open	Open	Open	Open
345	5:45 Open	Open	Open	107A	n/a	Open	Open	Open	Open	Open
360	6:00 Open	Open	Open	n/a	m/π	Open	Open	Open	Open	Орел
375	6:15 Open	Dpen	Open	at .	n/a	Open	Open	Open	Open	Орел
390	6:30 Open	Open	Open	n/a	n/a	Open	Open	Open	Open	Open
405	6:45 Open	Open	Open	ln/a	0/	Open	Open	Open	Open	Open
420	7:00 Open	Open	Open	1/a	Va	Open	Open	Open	Open	Open



Entire Project Area under Priority Evacuation

B-59

10. Templin Trigger - Creek Avoidance Alt. Results: 3.25 hours to evacuate entire Project 1,815 DU (4,247 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

			-				-	_				
Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1	Evac Pt. 1	Ridge Route Pt. 2		Project Affordable Housing	Ridge Route Pt. 3	Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate			0	2.317	2.317	1,544	3.861	1	386	4,247	(4,247
Number of lanes at evacuation poi	int		1	2		1			2		1	
Vehicles per hour (vph) - no conge	estion		1,600	3,200		1,600		1	1,600		1,600	
Vehicles per hour (vph) - with con	gestion		500	1,000		500		1	1,000		500	
Vehicles per 15 min			125	250		125		1	250		125	
Time limit			Closed	Closes at 60 Min, reopens at 105 Min	Closes at 60 Min, reopens at 90 Min	No limit	Closes at 300 Min, reopens at 330 Min		Closes at 240 Min, reopens at 270 Min	Closes at 240 Min, reopens at 270 Min		Closes at 300 Min, reopens at 330 Min
				Venicle EV	acuation Shown	In 15 Minute In	ervals		E	E.E.C	L U	
			A	В	A+B=C		C+D=E		Г	E+r=G		G+H=I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1	No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2		No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3	No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt. 4
	15	Min	0	250	250	125	375		250	625	0	625
	30	Min	0	500	500	250	750		386	1,136	0	1,136
	45	Min	0	750	750	375	1,125		386	1,511	0	1,511
	60	Min	0	750	750	500	1,250		386	1,636	0	1,636
	75	Min	0	750	750	625	1,375		386	1,761	0	1,761
	90	Min	0	750	750	750	1,500		386	1,886	0	1,886
	105	Min	0	1,000	1,000	875	1,875		386	2,261	0	2,261
	120	Min	0	1,250	1,250	1,000	2,250		386	2,636	0	2,636
	135	Min	0	1,500	1,500	1,125	2,625		386	3,011	0	3,011
	150	Min	0	1,750	1,750	1,250	3,000		386	3,386	0	3,386
	165	Min	0	2,000	2,000	1,375	3,375		386	3,761	0	3,761
	180	Min	0	2,250	2,250	1,500	3,750		386	4,136	0	4,136
	195	Min	0	2,500	2,500	1,625	4,125		386	4,511	0	4,511
	210	Min	0	2,500	2,500	1,625	4,125		386	4,511	0	4,511

Templin Highway and Ridge Route Road Trigger Point Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the North of the Project Site at Templin Highway. Wind is from the North at 70 mph. Fire impact the Project Site in less than 10 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 1 due to the fuel islands between the access roads. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately two hours into the simulated event and again at approximately four hours and again at five hours.

emplin at 74	mph Creek Avoias	nice	Evacuation	to the south						
	Evac Pt1	Evac Pt 2	Evac Pt.3A	Evac Pt.3B	EvacPt.3C	Route 0	Route 1	Route 2	Route 3	Route 4
15	0:15 Open	Open	1679	Closed	-679	Open	Open	Open	Open	Open
30	0:30 Open	Open	1700-00	Closed	108	Open	Open	Open	Open	Open
45	0:45 Open	Open	(10)	Closed	200	Open	Open	Open	Open	Opén
60	1:00 Open	Closed	1797.00	Closed	148	Closed	Closed	Open	Open	Open
75	1:15 Open	Closed	colu:	Closed	Sulu-	Closed	Closed	Open	Open	Open
90	1:30 Open	Closed	100-16	Closed	148	Open	Open	Open	Open	Open
105	1:45 Open	Open	10/10	Closed		Open	Open	Open	Open	Open
120	2:00 Open	Open	110-16	Closed	INV .	Open	Ogen	Open	Open	Open
135	2:15 Open	Open	7/	Closed	1975	Open	Open	Open	Open	Open
150	2:30 Open	Open	110-0	Closed	110	Open	Open	Open	Ореп	Open
165	2:45 Open	Ореп	III/a	Closed	204	Open	Open	Open	Ореп	Open
180	3:00 Open	Open	0.000	Closed	win .	Open	Open	Open	Open	Open
195	3:15 Open	Open	n/=	Closed	3/2	Open	Open	Open	Open	Open
210	3:30 Open	Open	n/a	Closed	n/n	Open	Open	Open	Open	Open
225	3:45 Open	Open	л/а	Closed	inda.	Open	Open	Open	Open	Open
240	4:00 Open	Open	11/a	Closed	10.00	Open	Open	Open	Closed	Open
255	4:15 Open	Open	n/a	Closed	101	Open	Open	Open	Closed	Open
270	4:30 Open	Open	n/=	Closed	ala.	Орел	Open	Open	Open	Open
285	4:45 Open	Ореп	n/=	Closed		Open	Open	Open	Open	Open
300	5:00 Open	Open	n/a	Closed	ala:	Open	Open	Closed	Open	Closed
315	5:15 Open	Open	1000	Closed	104	Open	Open	Closed	Open	Closed
330	5:30 Open	Open	1164	Closed		Open	Ореп	Open	Open	Open
345	5:45 Open	Open	ala	Closed	100	Open	Open	Open	Open	Open
360	6:00 Open	Open	71	Closed	ela.	Open	Operi	Open	Open	Open
375	6:15 Open	Open	n/a	Closed	ALC: N	Open	Open	Open	Open	Open
390	6:30 Open	Open	n/ ==	Closed	414	Open	Open	Open	Ореп	Open
405	6:45 Open	Open	1444	Closed	14	Open	Open	Open	Open	Open
420	7:00 Open	Open		Closed	11.64	Open	Ореп	Open	Open	Open



Entire Project Area under Priority Evacuation

10. Templin Trigger - Partial Creek Avoidance Alt. Results 55 hours to evacuate entire Proect 3,150 (7,371 vehicles)

Vehicles from Priority Evacation Area of the Project Remaining Vehicles from Project Area

						-	-	-			-		
Description			Evac Pt. 3	Evac Pt. 2	Ridge Route Pt. 1		Evac Pt. 1	Ridge Route Pt. 2	Project Affordable Housing	Ridge Route Pt. 3		Northlake Hills	Ridge Route Pt. 4
Number of vehicles to evacuate			0	4,171	4,171	1	2,449	6,620	751	7,371		0	7,371
Number of lanes at evacuation po	oint		1	2		1	1		2			1	-
Vehicles per hour (vph) - no cong	estion		1,600	3,200		1	1,600		1,600			1,600	-
Vehicles per hour (vph) - with cor	ngestion		500	1,000		t i	500		1,000			500	-
Vehicles per 15 min			125	250		1	125		250			125	-
						1		Closes at	Closes at	Closes at			Closes a
				Closes at 60				300 Min,	240 Min,	240 Min,			300 Min
			Closed	Min, reopens	Alo limit		No limit	reopens at	reopens at	reopens at			reopens a
l ime limit			Ciosed	al IUS IVII		<u> </u>		330 10111	270 1011	270 10111			330 101
				Venicie Eva	Cuation Show	nin	15 Minute Inte	rvais	 E	E+E=C		u	Califier
			~	B	ATB-C	ł		C+D-E		ETF-G			07H-I
		Time	No. of Vehicles Passing Through Evac Pt. 3	No. of Vehicles Passing Through Evac Pt. 2	Total No. of Vehicles from Evac Pt. 3 and Evac Pt. 2 Passing Through Ridge Rt Pt. 1		No. of Vehicles Passing Through Evac Pt. 1	Total No. of Vehicles from Evac Pts. 3, 2 & 1 Passing Through Ridge Rt. Pt. 2	No. of Vehicles from Project AH Passing through Ridge Rt south of B St	Total No. of Vehicles from Evac Pts. 3, 2, 1, & AH Passing Through Ridge Rt Pt. 3		No. of Vehicles from NH Passing Through Ridge Rt	Total No. of Vehicles from Evac Pts. 3, 2, 1, AH, NH Passing Through Ridge Rt Pt 4
	15	Min	0	250	250	1	125	375	250	625		0	62
	30	Min	0	500	500	1	250	750	500	1,250		0	1,250
	45	Min	0	750	750	1	375	1,125	750	1,875		0	1,87
	60	Min	0	750	750	1	500	1,250	751	2,001		0	2,00
	75	Min	0	750	750	1	625	1,375	751	2,126		0	2,12
	90	Min	0	750	750	I	750	1,500	751	2,251		0	2,25
	105	Min	0	1,000	1,000	1	875	1,875	751	2,626		0	2,626
	120	Min	0	1,250	1,250	1	1,000	2,250	751	3,001		0	3,00
	135	Min	0	1,500	1,500		1,125	2,625	751	3,376		0	3,376
	150	Min	0	1,750	1,750	1	1,250	3,000	751	3,751		0	3,75
	165	Min	0	2,000	2,000	1	1,375	3,375	751	4,126		0	4,126
	180	Min	0	2,250	2,250	1	1,500	3,750	751	4,501		0	4,50
	195	Min	0	2,500	2,500	1	1,625	4,125	751	4,876		0	4,876
	210	Min	0	2,750	2,750	1	1,750	4,500	751	5,251		0	5,251
	225	Min	0	3,000	3,000	1	1,875	4,875	751	5,626		0	5,626
	240	Min	0	3,000	3,000	1	1, 75	4, 75	751	5,626		0	5,62
	255	Min	0	3,000	3,000	1	1, 75	4, 75	751	5,626		0	5,620
	270	Min	0	3,250	3,250	1	2,000	5,250	751	6,001		0	6,00
	285	Min	0	3,500	3,500	1	2,125	5,625	751	6,376		0	6,376
	300	Min	0	3,750	3,750	1	2,250	6,000	751	6,751		0	6,75
	315	Min	0	4,000	4,000		2,375	6,375	751	7,126		0	7,120
	330	Min	0	4,250	4,250	1	2,500	6,750	751	7,501		0	7.50
	345	Min	0	4.250	4.250	1	2.500	6,750	751	7,501		0	7,501

ANDIN

Templin Highway and Ridge Route Road Trigger Point Partial Creek Avoidance Development

Narrative: Fire is modeled from an existing line of fire to the North of the Project Site at Templin Highway. Wind is from the North at 70 mph. Fire impact the Project Site in less than 10 minutes if the fire has progressed to this point. Fire continues to burn south along the eastern edge of the Project Site. Fire may spot across the freeway but will not impact the evacuation points or route points if it did so if was not modeled. Fire will continue to burn south on the west side of the Project Site down to Evac Pt. 2. Fire will eventually impact Ridge Route to the south and close all evacuations for a period of 30-60 min. This will occur approximately two hours into the simulated event and again at approximately four hours and again at five hours.

empinetre	mphPantal Creek	Avoidance	FASCASLIOU	to the South						
	Evac Pt 1	Evac Pt2	EvacPt.3A	EvacPt.38	EvacPt.3C	Route 6	Rolite 1	Route 2	Route 3	Routed
15	0:15 Open	Ореп	111	1VII	Closed	Open	Open	Open	Open	Open
30	0:30 Open	Ореп	APR-	10.0	Closed	Open	Open	Open	Open	Open
45	0:45 Open	Open	Mx	0.0	Closed	Open	Open	Open	Open	Open
50	1:00 Cimile	Closed	Hiller	-0.0	Closed	Closed	Open	Open	Open	Open
75	1:15 Open	Clusard	1.64	10.00	Closed	Closed	Open	Open	Open	Open
90	1:30 Open	Cigend		a	Closed	Open	Орел	Ogen	Open	Open
105	1:45 Open	Open	ANI .	/a	Closed	Open	Open	Open	Open	OPen
1.20	2:00 Open	Open	144	1018	Closed	Dpen	Open	Open	Open	OPen
135	2:15 Open	Open	1000	-0.09	Closed	Open	Open	Ogen	Open	Open
150	2:30 Open	Ореп	114	-/a	Closed	Thinkin .	Clinic	Open	Open	Open
165	2:45 Cipen	Open	110	2010	Closed	Ciperte	Classics	Open	Open	Open
180	3:00 Open	Open	998	ADI .	Closed	Open	Open	Open	Open	Open
195	3:15 Open	-dom.	re'r	100	Closed	Open	Open	Ореп	Open	Open
210	3:30 Open	Ореп	1172	10.00	Closed	Open	Open	Open	Opér.	Open
225	3:45 Open	Open	11/2	1978	Closed	Open	Open	Open	Open	Open
240	4:00 Open	Open	infa:	10/4	Closed	Open	Open	Open	Closed	Open
255	4:15 fines	Open	100	10.0	Closed	Open	Open	Open	Cl osed	Open
270	4:30 Open	Open	with 1	1079	Closed	Open	Open	Open	Open	Open
285	4:45 Open	Open	why.	14,00	Closed	Open	Open	Open	Open	Open
300	5:00 Open	Open	100	19.9	Close d	Open	Open	Closed	Open	Closed
315	5:15 Ope.n	Open	1110	1/0	Closed	Open	Open	Closed	Open	Closed
330	5:50 Spen	Open	226	U.a.	Closed	Open	Open	Open	Open	Open
345	5:45 Open	Open	10.0	101	Closed	Open	Open	Open	Open	Open
360	6:00 Open	Open	104	2010	Closed	Open	Open	Open	Open	Open
375	6:15 Open	Open	Add -	100	Closed	Open	Open	Open	Open	Open
390	6:30 Open	Ореп	Table 1	10/0	Closed	Open	Open	Open	Open	Open
405	6:45 Open	Ореп	214	-0.0.	Closed	Open	Open	upen	Open	Open
420	7:00 Open	Open			Closed	Opén	Орел	Open	Open	Open



Northlake Specific Plan Evacuation Route Assumptions and Estimated Evacuation Time

	Previously Approved I	Plan	Creek Avoidance Altern	ative	Partial Creek Avoidance Alternative		
Scenario	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	
1 Route ire im	vac Pt 1 No impact vac Pt 2 Closes at 60 minutes, reopens at 90 minutes vac Pt 3 No impact Ithough there is no impact at vac Pt 3 , vehicles passing through vac Pt 3 drive southbound on Ridge Route where a segment of the roadwa (Ridge Route Pt 0) closes at 60	2 hours to evacuate 1,108 (2,593 vehicles) from the priorit evacuation area of the Pro ect	 vac Pt 1 Closes at 90 minutes, reopens at 150 minutes vac Pt 2 Closes at 60 minutes, reopens at 90 minutes vac Pt 3 Closes at 60 minutes vac Pt 3 and Ridge Route Pt 0 are both impassable at 60 minutes and do not reopen vac Pt 2 is impassable at 60 minutes and reopens at 90 minutes (from the start of the 	1 hour to evacuate 651 (1,524 vehicles) from the priorit evacuation area of the Pro ect	 vac Pt 1 No impact vac Pt 2 Closes at 60 minutes, reopens at 90 minutes vac Pt 3C Closes at 60 minutes vac Pt 3C and Ridge Route Pt 0 are both impassable at 60 minutes and do not reopen vac Pt 2 is impassable at 60 minutes and reopens at 90 minutes (from the start of the 	1 75 hours to evacuate 927 (2,169 vehicles) from the priorit evacuation area of the Pro ect	
	minutes Therefore, this anal sis assumes vehicles do not use vac Pt 3 at 60 minutes vac Pt 2 is impassable at 60 minutes and reopen at 90 minutes (from the start of the fire) uring vac Pt 2 closure, all traffic uses vac Pt 1 This anal sis assumes no evacuation route is available to the north	4 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	fire) vac Pt 1 closes at 60 minutes and reopens at 150 minutes (from the start of the fire) This anal sis assumes no evacuation route is available to the north	3 hours to evacuate 1,815 entire Pro ect (4,247 vehicles)	fire) uring vac Pt 2 closure, all traffic use vac Pt 1 This anal sis assumes no evacuation route is available to the north	4 5 hours to evacuate 3,150 entire Pro ect (7,371 vehicles)	
	 vac Pt 1 No impact vac Pt 2 Closes at 60 minutes, reopens at 90 minutes vac Pt 3 Closes at 60 minutes vac Pt 3 and Ridge Route Pt 0 are both 	2 25 hours to evacuate 1,286 (3,009 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closed at 60 minutes vac Pt 3 and Ridge Route Pt 0 are both	45 minutes to evacuate 483 (1,129 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3C Closes at 60 minutes vac Pt 3C and Ridge Route Pt 0 are both	2 hours to evacuate 1,370 (3,206 vehicles) from the priorit evacuation area of the Pro ect	
2 at40 pot	Impassable at 60 minutes and do not reopen vac Pt 2 is impassable at 60 minutes and reopens at 90 minutes (from the start of the fire) uring vac Pt 2 closure, all traffic would use vac Pt 1 This anal sis assumes no evacuation route is available to the north	4 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	Impassable at 60 minutes do not reopen. This anal sis assumes no evacuation route is available to the north	2 5 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	Impassable at 60 minutes do not reopen. This anal sis assumes no evacuation route is available to the north	4 25 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	
3 at40 ine	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closes at 60 minutes vac Pt 3 and Ridge Route Pt 0 are both impassable at 60 minutes and do not reopen	2 hours to evacuate 1,383 (3,236 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closes at 60 minutes vac Pt 3 and Ridge Route Pt 0 are both impassable at 60 minutes and do not reopen	1 5 hour to evacuate 1134 (2,653 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3C Closes at 60 minutes vac Pt 3C and Ridge Route Pt 0 are north impassable at 60 minutes and do not reopen	2 25 hours to evacuate 1,485 (3,475 vehicles) from the priorit evacuation area of the Pro ect	
	This anal sis assumes no evacuation route is available to the north	4 25 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	This anal sis assumes no evacuation route is available to the north	2 5 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	This anal sis assumes no evacuation route is available to the north	4 25 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	
4 at40 ine	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 No impact Il evacuation points would remain open	3 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 No impact Il evacuation points would remain open	2 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3C No impact Il evacuation points would remain open	3 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	

Northlake Specific Plan Evacuation Route Assumptions and Estimated Evacuation Time

	Previously Approved F	Plan	Creek Avoidance Altern	ative	Partial Creek Avoidance Alt	ernative
Conneria	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets
5 reewa potsat40	vac Pt 1Closes at 30 minutes, reopens at120 minutesvac Pt 2Closes at 30 minutes, reopens at120 minutesvac Pt 3Closes at 30 minutes, reopens at120 minutesegments of Ridge Route, Route Pt 3 and	2 5 hours to evacuate 822 (1,924 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 Closes at 30 minutes, reopens at 120 minutes vac Pt 2 Closes at 30 minutes, reopens at 150 minutes vac Pt 3 Closes at 30 minutes Il evacuation points and Ridge Route points	3 25 hours to evacuate 910 (2,129 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 Closes at 30 minutes, reopens at 120 minutes vac Pt 2 Closes at 30 minutes, reopens at 120 minutes vac Pt 3C Closes at 30 minutes, reopens at 120 minutes egments of Ridge Route, Route Pt 3 and	2 75 hours to evacuate 1,132 (2,649 vehicles) from the priorit evacuation area of the Pro ect
	Route Pt 2 (southerl end of the Pro ect) are impassable at 30 minutes, therefore evacuation would close during this period II evacuation points reopen at 120 minutes This anal sis assumes no evacuation route is available to the north	5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	closes at 30 minutes vac Pt 1 reopens at 120 minutes, vac Pt 2 reopens at 150 minutes, and vac Pt 3 remains closed Ridge Route points reopen at 120 minutes This anal sis assumes no evacuation route is available to the north	4 5 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	Route Pt 2 (southerl end of the Pro ect) are impassable at 30 minutes, therefore evacuation would close during this period II evacuation points reopen at 120 minutes This anal sis assumes no evacuation route is available to the north	5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)
6 a e potat40	vac Pt 1 Closes at 60 minutes, reopens at 90 minutes vac Pt 2 No impact vac Pt 3 No impact vac Pt 1 closes at 60 minutes and reopens at 90 minutes (from the start of the fire) Ridge Route remains open during this closure. Ridge	1 25 hours to evacuate 898 (2,101 vehicles) from the priorit evacuation area of the Pro ect	 vac Pt 1 Closes at 60 minutes, reopens at 90 minutes vac Pt 2 Closes at 90 minutes, reopens at 120 minutes vac Pt 3 Closes at 120 minutes vac Pt 1 closes at 60 minutes and reopens at 90 minutes (from the start of the fire) vac 	2 5 hours to evacuate 1,650 (3,861 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 Closes at 60 minutes, reopens at 90 minutes vac Pt 2 No impact vac Pt 3C No impact vac Pt 1 closes at 60 minutes and reopens at 90 minutes (from the start of the fire) Ridge Route remains open during this closure. Ridge	1 5 hour to evacuate 1,056 (2,471 vehicles) from the priorit evacuation area of the Pro ect
	Route Pts 1, 2 and 3 are all impassable at 240 minutes and reopens at 300 minutes (from the start of the fire) This anal sis assumes no evacuation route is available to the north	3 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	120 minutes vac Pt 3 closes at 120 minutes and does not reopen Ridge Route Pts 1, 2 and 3 are all impassable at 240 minutes and reopens at 300 minutes (from the start of the fire) This anal sis assumes no evacuation route is available to the north	2 5 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	Route Pts 1, 2 and 3 are all impassable at 240 minutes and reopens at 300 minutes (from the start of the fire) This anal sis assumes no evacuation route is available to the north	3 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)
7 N at70 ine	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closed until 300 minutes after start of fire vac Pt 3 remains closed until 300 minutes from the start of fire Vehicles to use vac Pt 2 and vac Pt 1 This anal sis assumes no evacuation route is available to the north	1 hour to evacuate 570 (1,334 vehicles) from the priorit evacuation area of the Pro ect 4 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closed until 105 minutes after start of fire vac Pt 3 would remain closed until 105 minutes from the start of the fire Vehicles to use vac Pt 2 and vac Pt 1 This anal sis assumes no evacuation route is available to the north	1 5 hours to evacuate 826 (1,932 vehicles) from the priorit evacuation area of the Pro ect 2 5 hours to evacuate 1,815 entire Pro ect (4,247 vehicles)	 vac Pt 1 No impact vac Pt 2 No impact vac Pt 3C Remains closed vac Pt 3C would remain closed Ridge Route Pt 0 is impassable at 60 minutes and remains closed Vehicles to use vac Pt 2 and vac Pt 1 This anal sis assumes no evacuation route is available to the north 	4 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)
8 NN at70 ine	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closed until 255 minutes from start of fire vac Pt 3 would remain closed until 255 minutes from the start of the fire Vehicles would use vac Pt 2 and vac Pt 1 Ridge Route Pt 2 and Ridge Route Pt 3 are north	1 5 hour to evacuate 842 (1,970 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closed until 255 minutes at fire started vac Pt 3 would remain closed until 255 minutes from the start of the fire Vehicles to use vac Pt 2 and vac Pt 1 Ridge Route Pt 2 and Ridge Route Pt 3 are both impassable at 240 minutes and researce at 270 minutes (from	1 25 hours to evacuate 767 (1,795 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3C Closed vac Pt 3C would remain closed Vehicles to use vac Pt 2 and vac Pt 1 Ridge Route Pt 2 and Ridge Route Pt 3 are both impassable at 240 minutes and reopens at 270 minutes (from the start of the fire) wing this pacial all	1 75 hours to evacuate 963 (2,253 vehicles) from the priorit evacuation area of the Pro ect
	minutes (from the start of the fire) uring this period all evacuations would close This anal sis assumes no evacuation route is available to the north	4 75 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	the start of the fire) uring this period all evacuations would close This anal sis assumes no evacuation route is available to the north	2 75 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	evacuations would close This anal sis assumes no evacuation route is available to the north	4 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)

Northlake Specific Plan Evacuation Route Assumptions and Estimated Evacuation Time

	Previously Approved Plan		Creek Avoidance Alternative		Partial Creek Avoidance Alternative	
Scenario	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets	Assumptions	Total Time to Evacuate Based on Evacuation Worksheets
9 Nat70 ine	vac Pt 1 No impact vac Pt 2 Closes at 90 minutes and reopens at 120 minutes vac Pt 3 Closed vac Pt 3 would remain closed vac Pt 2 is impassable at 90 minutes and reopens at 120 minutes (from the start of the fire) egments of Ridge Route are impassable at 120 minutes and reopens at 150 (Ridge Route Pt 3), Ridge	3 5 hours to evacuate 1,687 (3,948 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 Closes at 60 minutes, reopens at 90 minutes vac Pt 3 Closed vac Pt 3 would remain closed vac Pt 2 is impassable at 60 minutes and reopens at 90 minutes (from the start of the fire) egments of Ridge Route are impassable at 120 minutes and reopens at 150 (Ridge Route Pt 3), Ridge	2 5 hours to evacuate 940 (2,198 vehicles) from the priorit evacuation area of the Pro ect	vac Pt 1 No impact vac Pt 2 Closed at 90 minutes, reopens at 120 minutes vac Pt 3 Closed vac Pt 3C would remain closed vac Pt 2 is impassable at 90 minutes and reopens at 120 minutes (from the start of the fire) egments of Ridge Route are impassable at 120 minutes and reopens at 150 (Ridge Route Pt 3), Ridge	3 5 hours to evacuate 1,702 (3,983 vehicles) from the priorit evacuation area of the Pro ect
	Route Pt 2 and Ridge Route Pt 4 are both impassable at 240 minutes and reopen at 270 minutes (from the start of the fire) hen Ridge Route Pt 2, 3 and 4 are impassable, evacuations close during that period of time This anal sis assumes no evacuation route is available to the north	5 75 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	Route Pt 2 and Ridge Route Pt 4 are both impassable at 240 minutes and reopen at 270 minutes (from the start of the fire) hen Ridge Route Pt 2, 3 and 4 are impassable, evacuations close during that period of time This anal sis assumes no evacuation route is available to the north	3 5 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	Route Pt 2 and Ridge Route Pt 4 are both impassable at 240 minutes and reopen at 270 minutes (from the start of the fire) hen Ridge Route Pt 2, 3 and 4 are impassable, evacuations close during that period This anal sis assumes no evacuation route is available to the north of time	5 25 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)
10 Templin Trigger	vac Pt 1 No impact vac Pt 2 No impact vac Pt 3 Closed for first 60 minutes vac Pt 3 would be closed for the first 60 minutes egments of Ridge Route are impassable at 240 minutes and reopens at 270 (Ridge Route Pt 3), Ridge Route Pt 2 and Ridge Route Pt 4 are both impassable at 300 minutes and reopen at 330 minutes (from the start of the fire) hen Ridge Route Pt 2, 3 and 4 are impassable, evacuations close during that period of time This anal sis assumes no evacuation route is available to the north	3 75 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)	vac Pt 1 No impact vac Pt 2 Closes at 60 minutes, reopens at 105 minutes vac Pt 3 Closed vac Pt 3 would remain closed vac Pt 2 is impassable at 60 minutes and reopens at 105 minutes (from the start of the fire) egments of Ridge Route are impassable at 240 minutes and reopens at 270 (Ridge Route Pt 3), Ridge Route Pt 2 and Ridge Route Pt 4 are both impassable at 300 minutes and reopen at 330 minutes (from the start of the fire) hen Ridge Route Pt 2, 3 and 4 are impassable, evacuations close during that period of time This anal sis assumes no evacuation route is available to the north	3 25 hours to evacuate entire Pro ect 1,815 (4,247 vehicles)	vac Pt 1 No impact vac Pt 2 Closes at 60 minutes, reopens at 105 minutes vac Pt 3C Closed vac Pt 3C would remain closed vac Pt 2 is impassable at 60 minutes and reopens at 105 minutes (from the start of the fire) egments of Ridge Route are impassable at 240 minutes and reopens at 270 (Ridge Route Pt 3), Ridge Route Pt 2 and Ridge Route Pt 4 are both impassable at 300 minutes and reopen at 330 minutes (from the start of the fire) hen Ridge Route Pt 2, 3 and 4 are impassable, evacuations close during that period of time This anal sis assumes no evacuation route is available to the north	5 5 hours to evacuate entire Pro ect 3,150 (7,371 vehicles)

ource for the amount of time that the evacuation point would remain viable during each scenario ildland ire Ris Report 2023

Notes The amount of dwelling units under evacuation per scenario is based on ppendi - ire ehavior nal sis utcomes for vacuation Modeling from the ildland ire Ris Report Northla e Pro ect, March 2023 DU = dwelling units; Evac. Pt = Evacuation Point





