



Appendix M
Technical Memorandum
Safety and Security





1.0 SAFETY AND SECURITY

1.1 AFFECTED ENVIRONMENT

ARTIC encompasses areas subject to construction and improvement including ARTIC, portions of Douglass Road and Katella Avenue, the adjacent section of the LOSSAN rail right-of-way (ROW), and the existing Anaheim Metrolink/Amtrak Station. The station serves about 19 Metrolink trains and 22 Amtrak trains during the business week. Station connections include OCTA Buses and StationLink, shuttles, and taxis. An underground tunnel connects the station to East Katella Avenue. BNSF freight trains also utilize the LOSSAN corridor tracks, which are owned by OCTA.

Adjacent properties include industrial and commercial land uses west of Douglass Road, Santa Ana River to the east and SR-57 overpass located west-southwest of ARTIC. Douglass Road extends underneath the existing LOSSAN ROW and SR-57 overpasses.

1.1.1 Law Enforcement

Law enforcement and crime prevention services for existing facilities at ARTIC are provided by the Anaheim Police Department. The Anaheim Police Department is divided into districts. ARTIC is located in the South District. The nearest police station to ARTIC is the South Station located at 1520 South Disneyland Drive, approximately 2.1 miles west of ARTIC. The response time of patrol units to Priority 1 emergency calls throughout the city is an average of 6.1 minutes. The response times for non-emergency Priority 2 and Priority 3 calls average 8.6 minutes and 19.2 minutes, respectively (City of Anaheim, 2009).

1.1.2 Emergency Response

The City of Anaheim Fire Department (AFD) has divisions for fire, rescue, and medical aid calls for service. AFD is responsible for managing disaster responses, training, search and rescue, and hazardous materials response. The majority of calls placed to the Fire Department are requests for medical aid. The AFD has a code enforcement division in the Fire Prevention Bureau, which consists of two principal sections: Life Safety and Environmental Protection. The Life Safety Section conducts fire and life safety inspections, issues Fire Code permits, and responds to citizen complaints. The Environmental Protection Section administers the City of Anaheim's Certified Unified Program Agency (CUPA), which enforces state laws and regulations regarding hazardous materials and hazardous waste (AFD, 2010).

The City of Anaheim is part of a regional coordination system with other firefighting agencies, in which fire units are dispatched through the Metro Cities Fire Authority. The Metro Cities Fire Communications Center, located in Anaheim, currently serves the Cities of Anaheim, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Newport Beach, and Orange. Ambulance services are provided by a private company, which coordinates closely with AFD (AFD, 2010).





Response times for AFD require first engine response within five minutes to 90 percent of all incidents, and eight minutes to the remaining 10 percent. The Department requires a maximum of 10 minutes for truck company response to 100 percent of all incidents. The closest fire departments to ARTIC are City of Orange Fire Department at 176 South Grand Street (about 1.8 miles southeast), and City “Stadium Station” located at 2222 East Ball Road (approximately one mile north-northwest of ARTIC) (City of Anaheim, 2004).

According to the Initial Study for the Amendment to The Platinum Triangle Master Land Use Plan, the Anaheim Fire Department plans to construct new fire stations within The Platinum Triangle (City of Anaheim, 2008). Fire Station No. 12, or the Battalion Headquarters Station (approximately 14,000 square feet), is going to be located along Santa Cruz Street, north of Orangewood Avenue. A second station (approximately 8,000 square feet) is anticipated to be located in the north central area of The Platinum Triangle. A third fire station would be required to accommodate the development associated with The Platinum Triangle (City of Anaheim, 2008).

The City of Orange Fire Department provides fire, paramedic, and ambulance services to areas within ARTIC. The response time averages 4 minutes, 47 seconds. Major medical emergency facilities located near ARTIC include:

- The University of California, Irvine Medical Center is located approximately 1.1 miles southwest of the project site at 101 The City Drive South, Orange. The facility offers a full scope of acute- and general-care services, including a regional burn center, Level I trauma center, neuropsychiatric center, and neonatal care unit.
- St. Joseph’s Hospital of Orange is located at 1100 West Stewart Drive in Orange, which is approximately 1.5 miles southeast of the proposed project site. The hospital has approximately 525 beds, 971 physicians, and 3,858 employees.
- Children’s Hospital of Orange County is located at adjacent to St. Joseph’s Hospital at 455 South Main Street, Orange. This hospital is dedicated exclusively to the care of children. The hospital has approximately 202 beds and approximately 500 physicians.
- Western Medical Center Anaheim is a 188-bed full service hospital located at 1025 South Anaheim Boulevard in Anaheim, approximately 2.1 miles west of the proposed project site. The hospital includes a 24-hour emergency room, cardiology services, labor and delivery unit, neonatal intensive care unit, and behavioral health units. The hospital has approximately 188 beds and approximately 300 physicians.

1.1.3 Safety of Children

Executive Order 13045, passed April 21, 1997, states that each federal agency must make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Under Executive Order 13045, federal agencies must also





ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.

1.2 ENVIRONMENTAL CONSEQUENCES/IMPACTS

1.2.1 Construction

Federal regulations and general industry safety practice require that train operations and workers on or near the tracks be protected from each other. This separation is performed by flagmen who assure that workers near the track are safe from oncoming trains, direct the workers to retreat to a place of safety when trains pass, and assure that the tracks are safe for train operation before permitting trains to pass. Safety training and debriefing will be mandatory to personnel within the construction zone prior to construction activities. Access to the construction area will be controlled using fences and barriers.

1.2.2 Operations

Hazardous materials may be used on site, but would be generally stored off-site. The release of hazardous materials into the environment may pose a public safety concern depending on the nature of release. Proposed construction activities and operations would involve the use of small quantities of hazardous materials. Hazardous materials would be stored, used, and disposed of in accordance with existing hazardous materials regulations.

Access to the rail ROW is controlled, and access is only allowed by properly trained individuals who have the appropriate permissions. Station areas are designed to direct pedestrian foot traffic across the railroad tracks toward designated crossings. Signs would be posted warning of the danger of crossing active railroad tracks. As necessary, pedestrian crossings would also include safety devices such as bells, flashing lights, and/or gates. The platform waiting areas would incorporate regulatory signs, striping, pavement markings, public address system, and close-circuit television.

Security at ARTIC will primarily be provided by the OCTA Transit Police Services and the Orange County Sheriff's Department. There are currently 26 Sheriff's personnel assigned to Transit Police Services who patrol the various transit centers throughout the county (Orange County Sheriff's Department, 2010). OCTA and the Orange County Sheriff's Department will receive support from other groups including the City and Amtrak. Emergency responders will be trained in accordance with emergency response plans jointly developed by the train operators and local jurisdictions. ARTIC would replace the existing Anaheim Metrolink/Amtrak Station located in the same service area, and emergency response times are not anticipated to differ from current response times. New fire department emergency services are proposed in the Platinum Triangle, which are anticipated to address future capacity needs of ARTIC.

ARTIC is located in an urban area with little vegetation, and would not be affected by wildfires. Potential urban fires would be addressed through applicable buildings codes, a fire suppression, and alarm system that would notify local fire department of fires.





ARTIC would not be located near a school, daycare, or other institution where large numbers of children would be present, and potentially unsupervised, multiple times per day. ARTIC would also not be located near residential areas where children would be present and potentially unsupervised. Children that would utilize transportation services at ARTIC would, for the most part, be accompanied by their parents. ARTIC would not significantly affect safety and security and would also not disproportionately affect the health and safety of children.

1.3 MITIGATION MEASURES

ARTIC will not impact this environmental issue. No mitigation measures are required.

