

2.4 Utilities/Emergency Services

This section is based on information from the *Draft Project Report* (May 2023) and *Draft Community Impact Assessment* (May 2023).

2.4.1 Affected Environment

This section describes the existing utilities and emergency services facilities and providers in the Study Area which extends 0.5 mile (mi) from the proposed Project footprint (maximum disturbance limits for Alternative 4 as it involves the highest disturbance among all of the Build Alternatives [Alternatives 2, 3, and 4]).

2.4.1.1 Utilities

Existing utilities are located adjacent to and within the Study Area. The locations of utilities have been identified from freeway as-built plans obtained from the California Department of Transportation (Caltrans) for portions of the Study Area, available utility as-built plans provided by various utility owners, and field visits for undeveloped portions of the Study Area. Utility owners with existing facilities known to exist within the Study Area include the following:

- Audio Development Company
- Adelphia & Edicon
- AT&T
- AT&T/Century Link
- Century Cable
- City of Anaheim
- City of Buena Park
- City of Fullerton
- City of Orange
- City of Santa Ana
- City of Tustin
- County of Orange
- Linkatel Pacific
- MCI
- Metropolitan Water District
- Orange County Sanitation District
- Pacific Bell
- Santa Fe Pacific Southern
California Edison
- Southern California Gas
- SBC
- Time Warner Cable
- US Sprint
- Verizon

2.4.1.2 Fire Protection

Study Area cities with no municipal fire departments are served by the Orange County Fire Authority (OCFA). Three OCFA divisions serve three of the seven cities within the Study Area: Operations Division 7 serves the City of Buena Park; Operations Division 4 serves the City of Tustin; and Operations Division 6 serves the

City of Santa Ana. The following OCFA stations are located within 1 mi of the project footprint:

- OCFA Station #62 is approximately 0.4 mi northeast of Interstate I (5) at 7780 Artesia Boulevard in Buena Park. It provides ambulance and fire services in response to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.
- OCFA Station #70 is approximately 0.77 mi northeast of I-5 at 2301 Old Grande Street North in Santa Ana. It provides ambulance and fire services.
- OCFA Station #72 is adjacent to I-5 at 1668 East 4th Street in Santa Ana. It provides ambulance and fire services.
- OCFA Station #79 is approximately 0.34 mi northwest of State Route (SR) 55 at 1320 East Warner Avenue in Santa Ana. It provides ambulance, fire, and hazardous materials incident services.

The Cities of Anaheim, Fullerton, and Orange are served by their respective municipal fire departments, but also have mutual aid agreements with OCFA and adjacent jurisdictions. The following municipal fire stations are located within 1 mi of the project footprint:

- Orange City Fire Department Station #6 is approximately 0.31 mi southwest of I-5 at 345 The City Drive in Orange. This station provides ambulance and fire services and also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.
- Anaheim Fire Station #2 is approximately 0.19 mi southwest of I-5 at 2141 West Crescent Avenue in Anaheim. This station provides ambulance and fire services and also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.
- Anaheim Fire Station #3 is approximately 0.21 mi southwest of I-5 at 1717 South Clementine Street in Anaheim. It provides ambulance and fire services and also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.

Fire protection and emergency medical services (EMS) for the City of La Mirada are provided by the Los Angeles County Fire Department (LACoFD). LACoFD Station 49 and Station 194 handle most of the fire and medical related calls; however, as incidents grow in size, resources from nearby stations may respond as well. In the

event of a large incident or major disaster, the entire LACoFD fleet can be made available.

- LACoFD Station 49 is approximately 1.8 mi northeast of I-5 at 13820 La Mirada Boulevard in La Mirada. It provides ambulance services, fire and rescue services, and safe haven services.
- LACoFD Station 194 is approximately 3.1 mi northeast of I-5 at 13540 South Beach Boulevard in La Mirada. It handles fires and medical-related calls.

2.4.1.3 Police Protection

Police protection services in the Study Area are provided by the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, and Buena Park city police departments. The City of La Mirada contracts with the Los Angeles County Sheriff's Department for law enforcement services. Police departments within 1 mi of the project footprint include the Buena Park Police Department, located approximately 0.15 mi southeast of the I-5/Beach Boulevard interchange at 6640 Beach Boulevard in Buena Park, and the Tustin Police Department, located approximately 0.43 mi north of the I-5/Newport Avenue interchange at 300 Centennial Way in Tustin.

Police services on freeways in California, including I-5, SR-55, SR-57, SR-91, and SR-22, are provided by the California Highway Patrol (CHP). Although there are no CHP offices in the Study Area, the CHP operates an office at 2031 East Santa Clara Avenue in Santa Ana, which is approximately 0.38 mi east of the Study Area.

2.4.2 Environmental Consequences

2.4.2.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 4)

The construction of Alternative 2 would not require the relocation or construction of new utility facilities. Additionally, there would be no substantial disruption of utility services resulting in temporary adverse effects.

The construction of Alternatives 3 and 4 may affect existing surface or subsurface utility facilities, requiring protection in-place, removal, or relocation. The utility facilities that could potentially be affected during construction of Alternatives 3 and 4 are listed below in Table 2.4-1. An updated utility search will be conducted during final design of the Alternatives 3 and 4 to determine all utilities that require protection in-place, removal, or relocation. Completion of utility work may result in temporary service disruptions to some utility users in the vicinity of the Study Area.

Table 2.4-1: Utility Facilities Potentially Affected During Construction

No.	Location	Utility Owner	Wet (W)/ Dry (D) ¹	Utility Type	Utility Conflict Description
Alternative 3					
1	N. Main St. SB On-Ramp	AT&T/ Centurylink	D	Telecom	Roadway Conflict
2	North of N. State College Blvd.	Pacific Bell	D	Telecom	Overhead Sign Conflict
3	North of N. State College Blvd.	SCE	D	Electric	Overhead Sign Conflict
4	N. Euclid Street NB Off-Ramp	City of Anaheim	W	Water	Roadway Conflict
Alternative 4					
1	N. Main St. SB On-Ramp	AT&T/ Centurylink	D	Telecom	Roadway Conflict
2	North of La Veta Avenue	OCS D	W	Sewer	Roadway Conflict
3	North of La Veta Avenue	OCS D	W	Sewer	Roadway Conflict
4	North of N. State College Blvd.	Pacific Bell	D	Telecom	Overhead Sign Conflict
5	North of N. State College Blvd.	SCE	D	Electric	Overhead Sign Conflict
6	N. Euclid St. NB Off-Ramp	City of Anaheim	W	Water	Roadway Conflict
7	N. Euclid St. SB	City of Anaheim	W	Water	Roadway Conflict
8	N. Euclid St. SB	Sprint	D	Telecom	Roadway Conflict
9	North of N. Euclid St. SB	Sprint	D	Telecom	Roadway Conflict

Source: *Draft Project Report* (May 2023)

¹ Wet utilities include water, sewer, storm drains, and water systems. Dry utilities include electric, telephone, television, internet, and gas.

AT&T = American Telephone and Telegraph Company

NB = Northbound

SB = Southbound

SCE = Southern California Edison

Project Features PF-UES-1 through UES-3 will be incorporated into Alternatives 3 and 4 to minimize the potential temporary adverse effects of construction on utilities.

PF-UES-1 Caltrans Standard Specifications Section 87-1.03L: Utility Service

During final design, relocation plans for any utilities that will potentially need to be relocated, removed, or protected-in-place will be prepared in consultation with the affected utility relocation providers/owners. If relocation is necessary, the final design will focus on relocating utilities within the State right-of-way (ROW) or other existing public ROWs and/or easements. If relocation outside of existing or additional public ROWs and/or easements required for the project is necessary, the final design will focus on relocating those

facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities. Prior to utility relocation activities, the Resident Engineer will coordinate with affected utility owners regarding potential utility relocations and the affected utility owners will inform affected utility users in advance of the date and timing of potential service disruptions.

PF-UES-2 Prior to and during construction, the project engineer(s) shall ensure that the components of the utility plans provided in the project specifications are properly implemented by the contractor.

PF-UES-3 Prior to utility relocation activities, the contractor shall coordinate with affected utility providers regarding potential utility relocations and the utility owners will inform affected utility users in advance about the date and timing of potential service disruptions.

The proposed improvements for Alternative 2 would require minimal lane closures during construction. Therefore, no adverse effects to emergency service providers, emergency access, or emergency response times would occur. However, during construction of Alternatives 3 and 4, emergency service providers (including local fire and police departments and CHP) may experience temporary delays as they travel within and through the Study Area.

Temporary construction impacts to emergency services would be minimized by Project Feature PF-TR-1 in Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. Project Feature PF-TR-1 requires development and implementation of a Transportation Management Plan (TMP) during construction of the build alternatives to address traffic delays; maintain traffic flow in the I-5 corridor; manage detours and temporary road, lane, and ramp closures; provide ongoing information to the public regarding construction activities, closures, and detours; and maintain a safe environment for construction workers and travelers.

No Build Alternative (Alternative 1)

No improvements to I-5 other than routine maintenance are proposed under the No Build Alternative. Therefore, the No Build Alternative would not result in temporary adverse effects on utilities and emergency services.

2.4.2.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 4)

Alternative 2 would not require relocation or construction of utility infrastructure, and there would be no permanent adverse effects on utilities.

Since, as stated above under temporary impacts, existing surface or subsurface utility facilities would be protected in-place, removed, or relocated during construction, all existing utility facilities are anticipated to be maintained during operation of Alternatives 3 and 4. Therefore, Alternatives 3 and 4 would not result in permanent adverse effects on utility providers or their facilities.

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of Alternatives 3 and 4. Alternative 2 would not affect emergency service providers, as the existing lane configuration would be maintained and the modified minimum HOV-lane passenger occupancy requirement applies to the public. Alternatives 3 and 4 would improve the operation of the freeway facilities in the Study Area which would improve emergency response times within the Study Area. Therefore, Build Alternatives 3 and 4 would not result in adverse effects on emergency services or providers.

No Build Alternative (Alternative 1)

No improvements to I-5 are proposed under the No Build Alternative other than routine maintenance. Therefore, the No Build Alternative would not result in permanent adverse effects related to utility or emergency services and their facilities. However, many of the freeway segments are projected to operate at unacceptable LOS under the 2035 and 2055 No Build condition. Over time, demands on the system would continue to increase and operations would continue to deteriorate. Without implementation of the Build Alternatives, the benefits of the Build Alternatives, such as improving the capacity and operation of the freeway facilities in the Study Area, would not be realized. Therefore, there is a potential for impacts to emergency response times under the No Build Alternative.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

As discussed above in Section 2.4.2.1, Build Alternatives 3 and 4 will incorporate Project Features PF-UES-1 through PF-UES-3 and PF-TR-1, to avoid and/or minimize potential impacts. No additional avoidance, minimization, and/or mitigation measures are required.