

5. Environmental Analysis

5.11 PUBLIC SERVICES

This section of the Draft Environmental Impact Report (DEIR) addresses public services, including fire protection and emergency services, police protection, school services, and other public facilities services (library and daycare services). Park services are addressed in Section 5.12, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.15, *Utilities and Service Systems*.

5.11.1 Fire Protection and Emergency Services

5.11.1.1 ENVIRONMENTAL SETTING

The City of Anaheim Fire and Rescue (AF&R) currently provides fire protection and emergency services to the Project Area. The City holds a Public Protection Classification rating awarded by the Insurance Services Office as a Class 2 City for response time, equipment, and community water supply. As shown in Table 5.11-1, there are 12 fire stations in the City. A replacement for Kraemer Station #4 is currently under construction and a new station in the Platinum Triangle area is planned (Orange County Register 2017). AF&R employs approximately 276 full-time equivalent (FTE) personnel, of which approximately 208 are sworn fire suppression personnel (City of Anaheim 2017). AF&R presently staffs 11 engine companies; two paramedic companies assigned to the Disneyland Resort; 3 Battalions; and several specialized units. Daily staffing is approximately 66 firefighters per day (AF&R 2015a).

The Project Area contains Twila Reid Station 11, which is adjacent to Twila Reid Park on Orange Avenue. Other nearby fire stations include AF&R Orange Station #4 approximately 0.6 miles to the east and Orange County Fire Authority (OCFA) Station #46 approximately 0.7 miles to the south in the City of Stanton.

Table 5.11-1 Anaheim Fire and Rescue Fire Stations

Station	Station Location	Equipment
Downtown Station #1	500 E. Broadway Street	Truck #1, Engine #1, Engine #301, Ambulance #1, Patrol #1, Rehab Truck #1, MMTF medical trailer, services van, step van, services van
Brookhurst Station #2	2141 W. Crescent Avenue	Truck #2, Engine #2, Urban Search and Rescue (USAR) Truck #2, Ambulance #2
Resort Station #3	1717 S. Clementine	Truck #3, Engine #3, reserve truck, Patrol #3, Metropolitan Medical Task Force (MMTF) medical trailer, MMTF support trailer, Medic #3, Ambulance #3, fire investigations truck, Light Air Truck #3
Orange Station #4	2736 W. Orange Avenue	Engine #4
Kraemer Station #5	1154 N. Kraemer Boulevard	Engine #5, Office of Emergency Services (EOS) engine, Ambulance #5
Euclid Station #6	1330 S. Euclid Street	Truck #6, Engine #6, Battalion #3, Patrol #6, MMTF hazardous materials (HAZ MAT) trailer, Battalion #2, HAZ MAT Truck #6, Medic #6, Ambulance #6
Stadium Station #7	2222 E. Ball Road	Engine #7, MMTF support trailer, Patrol #7
Riverdale Station #8	4555 E. Riverdale	Truck #8, Engine #8, Engine #308, two reserve engines, utility truck, Battalion #1
Anaheim Hills Station #9	6300 E. Nohl Ranch Road	Engine #9, Engine #309, Reserve Engine, Ambulance #9
Weir Canyon Station #10	8270 E. Monte Vista	Truck #10, Engine #310, Reserve Engine

5. Environmental Analysis

PUBLIC SERVICES

Table 5.11-1 Anaheim Fire and Rescue Fire Stations

Station	Station Location	Equipment
Twila Reid Station #11	3078 W. Orange	Engine #11, two reserve engines, trailer, CCRU #1, Ambulance #11, USAR tractor
Disney Fire Station – Disneyland Park	In the Disneyland Resort	Paramedic crews (Disney contracts with AF&R)

Source: Anaheim Fire and Rescue 2017b.

There are no federal or state regulations directing the level of service response times and outcomes. However, the National Fire Protection Association (NFPA) 1710: Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments is a nationally recognized standard, and this standard is used as the benchmark for AF&R response times. NFPA 1710 states that a unit (i.e., engine company or ladder truck company) would arrive at the scene of a critical emergency in 8 minutes from time of call receipt in fire dispatch and remaining first alarm units (effective response force) in 12 minutes, 90 percent of the time, where the benchmark travel time benchmark is 4 minutes for the first unit on scene and 8 minutes for the effective fire force. Travel time is the time it takes a unit to arrive on scene minus call taking and turn out times. AF&R responds to approximately eighty 911 calls per day. The type of event dictates the number units and firefighters who are sent on the calls.

AF&R deploys units for Fire Suppression, Hazardous Material Response, Technical Rescue Services, Terrorism Liaison Officers, Metropolitan Medical Response Services, Tactical Medics (part of Anaheim Police Department SWAT), and Emergency Medical Services. AF&R has automatic aid and mutual aid agreements in place with neighboring agencies. The majority of calls placed to the AF&R are requests for medical aid.

Along with other firefighting agencies, the City of Anaheim is also part of a regional coordination system that saves and prevents the loss of life and property through timely, organized containment. The Metro Cities Fire Authority Communications Center serves the citizens of eight cities: Anaheim, Brea, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Newport Beach, and Orange. The center, located in the City of Anaheim, is commonly referred to as Metro Net. Metro Net dispatches fire and emergency medical services for more than 1.2 million citizens, covering 188 square miles within Orange County. Day-to-day operations of the center are managed by AF&R.

The Fire Prevention and Community Risk Reduction Division (Prevention) of the Fire Department currently consists of two operational sections. The Hazardous Materials Section (HMS) administers and implements a comprehensive hazardous materials management program within the City of Anaheim as a Certified Unified Program Agency (CUPA) authorized by the California Environmental Protection Agency (CalEPA) since July 1, 2001. Program elements include Above Ground Petroleum Storage Tanks (AST), California Accidental Release Prevention (CalARP), Hazardous Materials Inventories and management/Release Response Plans (Hazardous Materials Business Plans), Hazardous Waste Generator and Onsite Treatment, and Underground Storage Tanks (UST). The HMS also administers the countywide hazardous materials responses team joint

5. Environmental Analysis PUBLIC SERVICES

powers agreement under the Orange County-City Hazardous Materials Emergency Response Authority and implements the Small Hydrocarbon Acquisition and Recovery Program.

The Life Safety Section of the Prevention Division provides fire safety inspections, annual fire code permits, and plan reviews for new construction and fire protection systems. The section also coordinates the Knox box program and the private hydrants and fire protection systems five-year certification program mandated by the California State Fire Marshal, and responds to citizen complaints of fire hazards. Other activities include providing advanced planning reviews and consultations for major projects and establishing mitigation measures for environmental impact reports. This section also coordinates the citywide Weed Abatement program and Hazard Reduction inspections for the Wildland Urban Interface Fire Area of the City.

2015–2020 Strategic Plan

AF&R's 2015–2020 Strategic Plan includes strategic initiatives, goals, and objectives along with the recommendations' associated cost, which would subsequently be incorporated into the annual budget request and department work plan. The following are the 5-year recommendations in the Strategic Plan (AF&R 2015).

1. Maintain Agency Accreditation Status
2. Conduct an Insurance Service Office (ISO) review
3. Install Emergency Vehicle Pre-Emption Traffic System on all City traffic signals
4. Development and implement a Community Risk Reduction Plan
5. Continue the upgrade of the 800 MHz Countywide Coordinated Communications System
6. Design a plan to implement an Integrated Mobile Health Care Division
7. Begin the implementation of the capital improvement plan
8. Begin the implementation of the multi-year staffing plan

The Strategic Plan contains the department's capital improvement plan and staffing plan. However, these items do not contain any action items specific to Station #11 or the Project Area.

Standards of Cover Recommendations

As part of the Commission of Fire Accreditation International (CFAI) process, which is outlined in the Strategic Plan Recommendations, a Standards of Cover (SOC) document was developed and adopted. The SOC is designed to provide elected officials and residents an overview of information on AF&R operations and efforts to engage community risk management as a means to enhance the safety for Anaheim citizens. The SOC identifies AF&R's baseline performance goals for emergency response times and the department's current performance related to these standards.

5. Environmental Analysis

PUBLIC SERVICES

5.11.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

5.11.1.3 ENVIRONMENTAL IMPACTS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: The Proposed Project would result in additional structures and population in the Anaheim Fire and Rescue service boundaries, thereby increasing the demands for fire protection facilities and personnel. [Threshold FP-1]

Impact Analysis: Additional population, density, and usage generated by the Proposed Project would increase the demand for emergency medical services, ambulance transportation, and rescue operations for the AF&R. AF&R's Standards of Cover 2015–20 document provides an overview of risk assessment, deployment of resources, and an analysis of current performance. This document is intended to be used in conjunction with AF&R's five-year Strategic Plan that outlines the resources needed to address the service demands of the community. AF&R resources are distributed and concentrated adequately to handle two single-alarm high-hazard occupancy fires and three single-resource calls for service simultaneously, before depleting all local resources and relying on mutual and automatic aid.

The Project Area is an urbanized 283-acre corridor that receives fire protection services from AF&R under existing conditions. The Project contains Fire Station #11, a facility that was built in 2007. In 2014—the most recent year for which data is disclosed in the SOC document—the station received 6,896 total calls. Figures in the SOC document show that a vast majority of the Project Area is within a 4 minute's travel from Station #11 (AF&R 2015a), demonstrating that the station is in a convenient location to serve land uses and people in the Project Area consistent with AF&R's response time goal (4 minutes for first-arriving units, 90 percent of the time). However, additional structures and people in the Project Area resulting from implementation of the Proposed Project would impact the AF&R's ability to meet response time goals and would increase demand for other operational sections. Additional resources would be required to maintain or improve the response times within the Project Area.

Although the AF&R generally provides adequate fire and emergency protection service to the City, a number of recommendations were included in the SOC and Strategic Plan to improve and plan for future growth within the City. Some of the recommendations included increased staffing, adding and relocating stations, and adding paramedics. No recommendations were included specifically for Station #11. Provision of

5. Environmental Analysis PUBLIC SERVICES

additional staffing and facilities support for the existing fire stations would not result in significant physical environmental impacts.

Additional building and population concentration in the Project Area would increase the demands for fire protection services and would likely require changes to the current SOC and Strategic Plan. Impacts to fire services are anticipated to be adequately funded by an increase in tax revenue, over an extended period of time, relative to the increase in development intensity. Additional fire personnel and associated facilities and equipment would be provided through the annual Operating Budget and Capital Improvement Program review process. Annually, fire department needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. In addition, development fees specific to the Proposed Project (see Section 5.10.4 of the BBSP) may be considered for adoption at a later date to further offset the City's costs of funding these services. Therefore, whether or not the City enacts those fees, an increase in fire services would not result in significant and adverse impacts.

Moreover, new buildings would be constructed in accordance with the applicable provisions of the adopted Fire Code, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, automated fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems. Compliance with the applicable fire and building codes and the increase tax revenues from new land uses in the Project Area would ensure that implementation of Proposed Project would not result in significant impacts to fire protection services.

5.11.1.4 CUMULATIVE IMPACTS

The SOC and the Strategic Plan currently do not account for growth proposed by the Proposed Project. However, the Proposed Project would occur over an extended period of time, and the SOC and Strategic Plan would be revised accordingly as the Project Area is redeveloped to provide adequate fire protection services. Therefore, it is anticipated that the Proposed Project would not substantially impact AF&R's ability to meet response time goals and the deployment conditions individually or cumulatively. Additional fire personnel and associated facilities and equipment would be provided through the annual Operating Budget and Capital Improvement Program review process that would evaluate not only the Proposed Project but other projects in the City. This periodic review process would ensure adequate service throughout the City and no significant cumulative impact is anticipated to occur.

5.11.1.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- California Fire Code
- California Building Code

5.11.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.11-1.

5. Environmental Analysis

PUBLIC SERVICES

5.11.1.7 MITIGATION MEASURES

No mitigation measures are necessary.

5.11.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts related to fire services were identified without mitigation; therefore, no significant and unavoidable adverse impacts would occur.

5.11.2 Police Protection

5.11.2.1 ENVIRONMENTAL SETTING

The Project Area is entirely within the service area of the Anaheim Police Department (APD). The Police Department dispatches all calls for service from the main station (police headquarters) in downtown Anaheim, and patrol units are deployed throughout the City in four geographical policing districts (East, West, Central, and South). The number of officers in each district varies based on the volume of calls and time of day. Officers from any area in the City can be called upon to respond to calls for service in the Project Area boundaries. Anaheim maintains four stations in the City:

- **Police Headquarters:** 425 S. Harbor Blvd.
- **East Substation:** 8201 E. Santa Ana Canyon Rd.
- **West Substation:** 320 S. Beach Blvd.
- **South Substation:** 1520 S. Disneyland Dr. (not open to the public)

APD's West Substation is in the Project Area, within the West Anaheim Youth Center building. The Police Heliport, housing the department's aircraft fleet, is at the Fullerton Municipal Airport, 4011 W. Commonwealth Ave., Fullerton.

Response times for the specific Project Area are not available. Dispatch methods for calls are as follows:

- **Priority One (Units dispatched immediately).** If all units are busy, need for units to clear for Emergency call will be broadcast. If no units clear, nearest unit from another area will be dispatched.
- **Priority Two (Units sent immediately, if available).** The goal is to send the beat units so he/she is aware of the problems in their assigned area. If the area unit is not available, the nearest unit will be dispatched. If no units clear after 5 minutes, the need to clear will again be dispatched. If call is violent and text indicates imminent threat of injury, and no units clear after second broadcast, nearest unit will be dispatched.
- **Priority Three:** Calls may be held by dispatch up to 15 minutes. If after 15 minutes and there are no units available, the dispatcher will send the closest available unit.

5. Environmental Analysis PUBLIC SERVICES

- **Priority Four:** Calls may be held up to 1 hour.
- **Priority Five:** Calls may be held up to 2 hours.

The BBSP discusses existing police issues in the Project Area, including high rates of crime compared to the City as a whole. APD continues to tackle a number of issues in the area, including prostitution, human trafficking, and other crime taking place in the area's older motels. As stated in the BBSP, some lodging establishments along the corridor averaged dozens of police calls per room between December 2005 and January 2016. APD is also working with the City's Community Services department to tackle issues related to homeless population that congregates at Twila Reid and Schweitzer parks.

5.11.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- PP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

5.11.2.3 ENVIRONMENTAL IMPACTS

Impact 5.11-2: The Proposed Project would introduce new structures and population into the Anaheim Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel. [Threshold PP-1]

Impact Analysis: The Proposed Project would add to the number of service calls received and to the number of patrols and staff necessary to service the Project Area. Future growth in accordance with the Proposed Project is expected to create the typical range of calls for police service. New and/or improved police facilities and equipment would need to be provided in order to provide adequate response times to serve future growth. The Proposed Project would likely increase in the number of police responses within the City, which would increase equipment and personnel. Therefore, the City of Anaheim's costs to maintain facilities and equipment, as well as, train and equip personnel would also increase. In addition, the redistribution and increase of the population and traffic density into this area could necessitate the reassignment of certain resources pertaining to police services. These costs of additional personnel and materials are anticipated to be offset through the increased revenues and fees generated by future development. In addition, future projects would be reviewed by the City of Anaheim on an individual basis and would need to comply with any requirements in effect when the review is conducted, such as at the time of building permit issuance (i.e., impact fees, etc.).

Impacts to police services are anticipated to be adequately funded by an increase in tax revenues, over an extended period of time, relative to the increase in development intensity. Additional police personnel and

5. Environmental Analysis

PUBLIC SERVICES

associated facilities and equipment would be provided through the annual Operating Budget and Capital Improvement Program review process. Annually, APD needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. In addition, development fees specific to the Project Area may be considered for adoption at a later date to further offset the City's costs of funding these services. Whether or not the City enacts those fees, an increase in police services would not result in significant and adverse impacts.

APD would submit an analysis of service delivery levels citywide compared to existing and projected development in the area, and this information would be used to determine the necessary level of police department staffing and facilities. Provided that adequate funding is available to provide recommended resources, no significant impacts to police services are anticipated.

Moreover, projects in the Project Area would be developed applying the principles of crime prevention through environmental design (CPTED) as described in the *Crime Prevention Through Environmental Design Guidelines*, prepared by APD. This requirement is stated in the BBSP's guiding principles (see "Improve Safety & Living Conditions") and enshrined in action item S.18 of the BBSP's Implementation Action Plan. CPTED guidelines include topics such as security measures, addressing, signage, doors, windows, rooftops and openings, lighting, landscaping, line of sight/natural surveillance, stairways/elevators, parking lot/structures, fencing/barriers, and access control. APD would evaluate a project based on CPTED concepts to help reduce criminal opportunity. Implementation of CPTED concepts in conjunction with additional facilities and personnel funded by an increase in tax revenue would reduce impacts related to police services to a less than significant level.

5.11.2.4 CUMULATIVE IMPACTS

Implementation of the Proposed Project in conjunction with other development in the City would increase the overall police services demands for APD. However, buildout of the Proposed Project along with other City development would occur over an extended period of time, and the actual needs for police protection staff and facilities would be assessed annually with the budget allocation process. The tax revenues generated by new land uses in the Proposed Project and other cumulative projects in the City would be adequate to maintain safety protection throughout the City. In addition, other development fees specific to the Proposed Project (see Section 5.10.4 of the BBSP) may be considered for adoption at a later date to further offset the City's costs of funding necessary facilities. Moreover, no long-lasting adverse physical impacts are anticipated in providing adequate police service to the Project Area. No significant cumulative impacts are expected to occur related to police protection facilities.

5.11.2.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

APD reviews all projects requiring a conditional use permit by the City. Although each project has unique attributes and may require fewer or increased conditions to enhance the safety of the facility, the following conditions are applied and adjusted to suit each project reviewed.

5. Environmental Analysis PUBLIC SERVICES

Security Measures

1. Building shall be equipped with a comprehensive security alarm system (silent or audible) for the following coverage areas:
 - Perimeter of building and access route protection.
 - High valued storage areas.
 - Interior building door to shipping and receiving area.
 - Perimeter fence and security gating.
2. Complete a Burglary/Robbery Alarm Permit application, Form APD 516, and return it to the Police Department prior to initial alarm activation.
3. A closed circuit television (CCTV) security shall be included, with the following coverage areas:
 - Lobby Entrances
 - Building perimeter
 - Shipping and receiving areas
 - Parking lot
 - Drive-through
 - Exterior entrance
 - Stairwell
 - Interior hallway
 - Cashier's area
4. If security cameras are not monitored, signs indicating so should be placed at each camera.
5. CCTV monitors and recorders should be secured in a separate locked compartment to prevent theft of, or tampering with, the recording.
6. With advances in technology, digital and wireless CCTV security systems are readily available and highly recommended over older VHS or "Tape" recording systems.
7. CCTV recordings should be kept for a minimum of 30 days before being deleted or recorded over.
8. If used, CCTV videotapes should not be recorded over more than 10 items per tape.
9. On-site, California-licensed security personnel (uniformed recommended).

Addressing

1. Address numbers shall be positioned so as to be readily readable from the street. Number should be illuminated during hours of darkness.

5. Environmental Analysis

PUBLIC SERVICES

2. Rear entrance doors shall be numbered with the same address numbers or suite number of the business. Minimum height of 4” recommended.
3. Rooftop address numbers for the police helicopter. Minimum size 4’ in height and 2’ in width. The lines of the numbers are to be a minimum of 6” thick. Numbers should be spaced 12” to 18” apart. Numbers should be painted or constructed in a contrasting color to the roofing material. Numbers should face the street to which the structure is addressed. Numbers are not to be visible from ground level.
4. Industrial, commercial, institutional, or office buildings shall have clearly marked doors with numbers corresponding to the alarm zones, if any. The identification of alarm zone coverage will assist responding police and security units in faster identification and apprehension of potential suspects, if any.
5. Each different unit within the building shall have its particular address displayed on its front and rear doors or directly above the front and rear doors.

Doors

1. All exterior doors to have adequate security hardware, e.g., deadbolt locks.
2. Wide-angle peepholes or other viewing device should be installed in solid doors where natural surveillance is compromised.
3. The locks shall be so constructed that both the deadbolt and deadlocking latch can be retracted by a single action of the inside doorknob/lever/turn piece.
4. Overhead roll-up doors shall also be secured on the inside that the lock cannot be defeated from the outside and shall be secured with a cylinder lock or padlock from the inside.

Windows

1. Bullet resistant glass should be installed at attendant’s kiosk.
2. Windows accessible from the side and rear and not viewable from the street shall consist of rated burglary resistant glazing or its equivalent that attaches to the frame.
3. Large store/business display windows shall consist of burglary resistant glazing or its equivalent that attaches to the frame.
4. Louvered windows shall not be used.

Rooftops and Openings

1. All glass skylights on the roof of any building shall be provided with:
 - Rated burglary resistant glass or glass-like acrylic material or

5. Environmental Analysis PUBLIC SERVICES

- Security bars of at least 1/2" round steel, or 1" by 1/4" flat steel material, spaced no more than 5" apart under the skylight and securely fastened.
 - A steel grill of at least 1/8" material under the skylight and securely fastened.
2. All hatchway openings on the roof of any building shall be secured as follows:
 - If the hatchway is of wooden material, it shall be covered on the outside with at least 16-gauge sheet steel or its equivalent attached with screws.
 - Outside hinges on all hatchway openings shall be provided with non-removable pins when using pin-type hinges.
 3. A Knox box shall be installed at hatchway to allow Police/Fire access to interior.
 4. Exterior roof access ladder should be relocated within the building's main resident tenant space. Exterior ladders allow easy roof access for criminals, etc.
 5. All air duct or air vent openings exceeding 8" x 12" on the rooftop or exterior walls of any building shall be secured by covering the same with either of the following:
 - Security bars of at least 1/2" round steel, or 1" by 1/4" flat steel material, spaced no more than 5" apart and securely fastened.
 - A steel grill of at least 1/8" material and securely fastened or
 - If the barrier is secured to the outside of the structure, it shall be secured with galvanized rounded head flush bolts of at least 3/8" diameter on the outside.

Lighting

1. Monument signs and addresses shall be well lighted during hours of darkness.
2. Adequate lighting of parking lots, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness and provide a safe, secure environment for all person, property, and vehicles on-site.
3. All exterior doors shall have their own light source, which shall adequately illuminate door areas at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.

Landscaping

1. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows.

5. Environmental Analysis

PUBLIC SERVICES

2. Trees should not be planted close enough to the structure to allow easy access to the roof, or should be kept trimmed to make climbing difficult.

Line of Sight/Natural Surveillance

1. Doorways, alcoves, etc., should not be recessed to the extent that a place is created for a person to stand and go unobserved.
2. Interior hallways should provide good line of sight for proper CCTV surveillance.
3. Loading docks should be of an open design, utilizing either low curbs or open railings.
4. Trash enclosures should not block visibility of doors or windows or be located close enough to the structure to provide access to the roof.
5. Security personnel and/or receptionists should be positioned in an area of the main lobby where they can monitor subjects entering and exiting the building, and observe the elevators and restroom entrances.

Stairways/Elevators

1. Stairwells and elevator lobbies should be of an open design whenever structurally possible.
2. If stairwells are enclosed, convex mirrors should be installed on the landings to allow visibility of the landing and the next flight of stairs, and stairwell doors should be fitted with as much transparent material as permitted by the fire code.
3. Stairwell landings should allow for a 60" turning radius to facilitate police use.
4. Transparent elevator shafts and cabs are encouraged whenever possible, to allow visibility of all occupants from the outside of the elevator.
5. Elevator cabs should have convex mirrors installed to allow visibility of the interior of the cab from outside the elevator door.

Parking Lots/Structures

1. Minimum recommended lighting level in all parking lots is 0.5 foot-candle maintained, measured at the parking surface, with a maximum to minimum ratio no greater than 15:1.
2. Minimum recommended lighting level for covered portions of all parking structures is 1 foot-candle maintained, measured at the parking surface, with a maximum to minimum ratio no greater than 10:1.
3. The interior of all parking structures should be painted a light, highly reflective color.
4. CCTV cameras shall be strategically located throughout the parking structure, covering all areas, especially all pedestrian and vehicular access points.

5. Environmental Analysis PUBLIC SERVICES

5. Parking lots and parking structures shall include controlled access points to limit ingress and egress.
6. Alcoves, solid wall design, or other visual obstructions that might create a hiding place within a parking structure should be eliminated, when structurally possible, by utilizing pillars, columns, or other open construction.
7. Parking structures should have clearly marked emergency stations with hands-free, two-way communication with Security/Police. These should be placed adjacent to stairway landings and appropriately spaced throughout the structure.
8. Parking structures should have roll up gates at all entrances and exits to allow closing of the structure when business is closed.
9. Aesthetically pleasing bars or grating, other than chain link, should be utilized to impede pedestrian access to the structure from ground-level openings. Landscaping adjacent to this grating should not block natural light into the structure.
10. "No Trespassing 602(k) P.C." posted at the entrances of parking lots/structures and located in other appropriate places. Signs must be at least 2' x 1' in overall size, with white background and black 2" lettering.
11. All entrances to parking areas shall be posted with appropriate signs per 22658(a) C.V.C., to assist in removal of vehicles at the property owners/managers request.
12. Marked parking spaces for company Presidents/CEO's should be eliminated for safety reasons.

Fencing/Barriers

1. Whenever possible, open fencing design, such as wrought iron or tubular steel, should be utilized to maximize natural surveillance while enhancing territorial reinforcement.
2. The following installations should be considered:
 - Wrought iron fencing and gating with keyed access.
 - Chain link fencing and gating.
 - Block walls.
 - Decorative cement planter barriers.
 - Controlled access to high valued storage areas.
 - Locked cages, rooms, or safes.
 - Shipping and receiving door screens.
 - Bullet resistant enclosures with pass through for pick-up and delivery.
 - Interior man-trap enclosures to secure and separate shipping and receiving areas during actual shipping and receiving.

5. Environmental Analysis

PUBLIC SERVICES

Miscellaneous

1. File Emergency Listing Card, Form APD-281, with the Police Department, available at the Police Department front counter, or it can be downloaded from the following web site: <http://www.anaheim.net/article.asp?id=678>.
2. Compliance with AMC 6016, the Anaheim Public Safety Radio System Coverage Ordinance is required. A copy of the ordinance can be viewed/download online through the City of Anaheim web site under "City Records": <http://www.anaheim.net/>.
3. In order to facilitate the efficient and rapid access by emergency vehicles and personnel, all electrically operated gates providing emergency vehicle access to any hotel or residential facility/community development with more than 20 (twenty) rooms/residential units, or when otherwise required by the Chief of Police or his designated representative, shall include the installation of an electronic access system which allows for the use of a public safety radio frequency to open the gate.

5.11.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.11-2.

5.11.2.7 MITIGATION MEASURES

No mitigation measures are necessary.

5.11.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts related to police services were identified without mitigation; therefore, no significant and unavoidable adverse impacts would occur.

5.11.3 School Services

5.11.3.1 ENVIRONMENTAL SETTING

Regulatory Setting

Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50)

SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability require on mitigation of a project's impacts on school facilities in excess of fees set forth in Education Code 17620. It establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. Level one is the general school facilities fees imposed in accordance with Government Code Section 65995 as amended. Level two and three fees are alternate fees that are intended to represent 50 percent or 100 percent of a school district's school facility construction costs per new residential construction as authorized by GC Sections 65995.5, 65995.6, and 65995.7. On February 24, 2016, the State Allocation Board adjusted the

5. Environmental Analysis PUBLIC SERVICES

maximum level one residential school fee to be \$3.48 per square foot for residential development and \$0.56 per square foot for commercial/industrial projects (Atkinson, Andelson, Loya, Ruud & Romo 2016).

Existing Environmental Conditions

The Project Area would be served by the Centralia School District (CSD), Magnolia School District (MSD), Savanna School District (SAVSD), and Anaheim Union High School District (AUHSD). The Project Area is in the attendance boundaries of Magnolia High School (9-12), Savanna High School (9-12), and Western High School (9-12); Dale Junior High School (7-8) and Orangeview Junior High School (7-8); and Albert Schweitzer Elementary School (K-6), Centralia Elementary School (K-6), Danbrook Elementary School (K-6), Dysinger Elementary School (K-6), Lord Baden-Powell Elementary School (K-6), and Twila Reid Elementary School (K-6). The current enrollment at these schools is shown in Table 5.11-2

Table 5.11-2 Existing Schools

Schools	Address	District	Current Enrollment (2016-2017)
Elementary Schools			
Albert Schweitzer ES	229 S. Dale Ave., Anaheim, CA 92804	MSD	630
Centralia ES	6625 La Palma Ave., Buena Park, CA 90620	CES	567
Danbrook ES	320 Danbrook St., Anaheim, CA 92804	CES	646
Dysinger ES	7770 Camellia Dr., Buena Park, CA 90620	CES	484
Lord Baden-Powell ES	2911 W. Stonybrook Dr., Anaheim, CA	MSD	660
Twila Reid ES	720 S. Western Ave., Anaheim, CA 92804	SAVSD	688
Junior High Schools			
Dale JH	900 S. Dale Ave., Anaheim, CA 92804	AUHSD	1,215
Orangeview JH	3715 W. Orange Ave., Anaheim, CA 92804	AUHSD	828
High Schools			
Magnolia HS	2450 W. Ball Rd., Anaheim, CA 92804	AUHSD	1,794
Savanna HS	301 N. Gilbert St., Anaheim, CA 92801	AUHSD	1,992
Western HS	501 S. Western Ave., Anaheim, CA 92804	AUHSD	2,104

Source: California Department of Education 2017.

5.11.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- SS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services.

5. Environmental Analysis PUBLIC SERVICES

5.11.3.3 ENVIRONMENTAL IMPACTS

Impact 5.11-3: The Proposed Project would generate new students and create additional school facilities demands. [Threshold SS-1]

Impact Analysis: Implementation of the Proposed Project would generate new students within the boundaries of CSD, MSD, SAVSD, and AUHSD, increasing demand for school facilities in those districts. At buildout, the Project Area would contain approximately 5,128 housing units, or 3,651 additional units compared to existing conditions.

Table 5.11-3 shows the anticipated number of students generated by the Proposed Project. Under existing conditions, the Project Area generates approximately 739 elementary/junior high students, and approximately 296 high school students. At build out, the Proposed Project would be expected to generate an additional 1,825 elementary/junior high and 730 additional high school students, or 2,555 additional students total. The student generation factor used for these estimates is based on statewide average yield factors (California Office of Public School Construction 2009) and does not account for generation factors used by the four school districts that serve the Project Area.

Students generated in each of the four districts would depend on the size and timing of individual residential development projects constructed pursuant to the Proposed Project. Increases are expected to be incremental, since the Project Area is largely built out and many areas designated for residential development by the Proposed Project feature housing under existing conditions. Accordingly, full buildout of development capacity in these areas is unlikely, making student generation estimates in Table 5.11-3 conservative (or higher than likely). Furthermore, because the Project Area straddles four school districts, impacts related to additional students would be distributed amongst these districts rather than concentrated in one district or school. For example, the Project Area is in the attendance boundaries of six elementary schools. While growth in elementary students would not impact each school equally, the incremental growth of the Project Area would afford each district time to calibrate attendance boundaries to reflect the fluctuating local student population.

Table 5.11-3 Estimated Student Generation in the Project Area

Dwelling Units	Type	Statewide Average Student Yield Factors (per unit)	Students
Existing			
1,477	Elementary/Junior High	0.5	739
	High	0.2	296
Subtotal	—	0.7	1,035
Proposed Project			
5,128	Elementary/Junior High	0.5	2,564
	High	0.2	1,026
Subtotal	—	0.7	3,590
Difference	—	—	2,555

Source: California Office of Public School Construction 2009.

5. Environmental Analysis

PUBLIC SERVICES

Existing school facilities may not be adequate to serve additional students generated by the Proposed Project. However, the increased demands for additional school facilities would be accommodated through the payment of development fees. Pursuant to Senate Bill 50 (SB 50), developments are levied the following school impact fees. This funding program, established by Senate Bill 50 (Government Code [GC] Section 65995 [b][3] as amended) (SB 50), has been found by the legislature to constitute “full and complete mitigation of the impacts” on the provision of adequate school facilities (GC 65995(h)). SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction’s ability to demand mitigation of a project’s impacts on school facilities in excess of fees in Education Code 17620. Although the increased demand for school facilities would result in a substantial impact, payment of impact fees as adopted by CSD, MSD, SAVSD, and AUHSD, in compliance with SB 50, would reduce the impacts to an acceptable level.

5.11.3.4 CUMULATIVE IMPACTS

The 3,651 additional housing units allowed by the Proposed Project would increase the demand on school facilities at CSD, MSD, SAVSD, and AUHSD, which would cumulatively impact the school district’s ability to provide adequate educational services. However, compliance with the fee program established by SB 50 would ensure that adequate mitigation is provided. The program under SB 50 has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act on the provision of adequate school facilities.” The fees authorized for collection by the four affected school districts are therefore deemed full and adequate mitigation of impacts on those districts. Therefore, no significant cumulative impacts are expected to occur to school services.

5.11.3.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50)

5.11.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.11-3.

5.11.3.7 MITIGATION MEASURES

No mitigation measures are necessary.

5.11.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No potentially significant impacts related to school service have been identified without mitigation; therefore, no significant and unavoidable impacts would occur.

5. Environmental Analysis

PUBLIC SERVICES

5.11.4 Other Public Facilities

5.11.4.1 ENVIRONMENTAL SETTING

Library

The Anaheim Public Library system consists of a central library, six branch libraries, a bookmobile, and other satellite facilities and programs. The library system provides a total of 159,809 square feet of library space in variously sized facilities throughout Anaheim to serve 336,265 citizens. The closest physical library facility to the Proposed Project is the Haskett Branch Library at 2650 West Broadway. The Haskett Branch Library is a 23,673-square foot facility that offers 75,346 volumes of materials. It provides library services six days a week to a local population of 116,731 residents. Each library branch provides full programming to children (story times, special events, and STEM/STEAM reading programs), teens (special activities and events; reading programs; and volunteering opportunities), and adults (book groups and special programs). The branches increasingly serve as a source for free WiFi services, computer use, and internet access.

The Project Area is also served by virtual Anaheim Library services through the network at the Central Library at 500 West Broadway. Infrastructure services include WiFi; online payment of fine and fees; book reserves; full text printable/downloadable databases; newsletters; online book recommendations; and online applications for library cards. A host of other public resources include free e-books; free online courses and tutoring; and resources to support common core curriculum in the schools, language, and literacy development.

Day Care Centers

Day care centers and child care centers in the City of Anaheim are privately owned and operated and are located throughout the City. Two day care centers are located at elementary schools just outside of the Project Area: Twila Reid Day Care Center at 720 S Western Ave, Anaheim, CA 92804 and Baden Powell Head Start at 801 S Gaymont St, Anaheim, CA 92804.

5.11.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- OS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services or local daycare facilities.

5. Environmental Analysis PUBLIC SERVICES

5.11.4.3 ENVIRONMENTAL IMPACTS

Impact 5.11-4: An increase in library services due to implementation of the Proposed Project would not result in significant and adverse impacts. [Threshold OS-1]

Impact Analysis: Library service demand is population based, and because the Proposed Project would result in population increase, the Proposed Project would increase the demands for library service in the Project Area. The quality and adequacy of services are measured on a per capita basis, and factors determining the service levels of a public library include: 1) total population; 2) youth population; 3) student population; 4) language of households; 5) income level of households; and 6) educational level of households. Increasingly, library services are virtual; and these electronic resources are impacted by population growth because the licensing fees for these databases, eBooks, and other digital resources are generally linked to the population of the library's service area. Additional population in the City increases the licensing costs of electronic resources and reduces the per capita availability of virtual as well as physical collections, computers, programs, and space. The Project Area is likely to be served by the Haskett Branch Library, which is approximately 1 mile to the northeast of the Project Area.

With 11,530 additional residents to serve, the Proposed Project would reduce the overall availability per capita of books, media, computers, and space. Therefore, in order to maintain current per capita levels and licensing agreements, additional physical and virtual resources need to be added to the Anaheim library system. Accordingly, the Proposed Project would further exacerbate impacts to library services.

However, these impacts are anticipated to be adequately funded by an increase in tax revenue, over an extended period of time, relative to the increase in development intensity. Additional library space and material acquisition would be provided through the annual Operating Budget and Capital Improvement Program review process. Annually, the APL system needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the city. In addition, development fees specific to the Proposed Project (see Section 5.10.4 of the BBSP) may be considered for adoption at a later date to further offset the City's costs of funding these services. Whether or not the City enacts those fees, an increase in library services would not result in significant and adverse impacts.

Impact 5.11-5: Implementation of the Proposed Project would increase the service needs for local day care facilities. [Threshold OS-1]

Impact Analysis: The increase in population due to the Proposed Project would increase demand for day care centers and child care facilities in the Project Area. Day care and child care facilities are privately owned and operated in the City of Anaheim. No specific areas have been designated for such uses in the City. However, these facilities are considered non-residential uses and are a permitted in the Project Area's underlying residential zones (RM-2 and RM-3). In the Project Area's underlying commercial, office, and semi-public zones (C-R, C-NC, O-L, and SP), day care facilities are conditionally permitted. Therefore, the Proposed Project would not result in any adverse impact to local day care facilities, and there are no long-lasting, adverse physical impacts associated with providing adequate day care services to the Project Area.

5. Environmental Analysis

PUBLIC SERVICES

5.11.4.4 CUMULATIVE IMPACTS

Increased development intensity in Anaheim would result in added services demand in the current library system. However, provision of added facilities and materials funded through increased tax revenues and developer impact fee revenues over an extended period of time would alleviate the increased pressure placed on the City's library system. No significant cumulative impacts are expected to occur related to library services.

Increased development intensity in Anaheim would create the need for day care and child care services for working families. However, day care and child care uses are privately owned and operated in the City of Anaheim and are either permitted or conditionally allowed in all areas of the Project Areas that accommodate private development. No adverse cumulative impacts are anticipated.

5.11.4.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- Anaheim Municipal Code, Chapter 17.08.385 Public Library Facilities Services Areas – Payment of Fees Required.

5.11.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon anticipated increase in tax revenues and increased development intensity, the following impacts would be less than significant: 5.11-4 and 5.11-5.

5.11.4.7 MITIGATION MEASURES

No mitigation measures are necessary.

5.11.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts related to library and daycare services were identified without mitigation; therefore, no significant and unavoidable adverse impacts would occur.

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5. Environmental Analysis

PUBLIC SERVICES

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