



**U.S. Department of Housing and Urban  
Development**

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Washington, DC 20410  
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# **Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58**

## **Project Information**

**Project Name:** Kraemer Place Emergency Temporary Shelter and Multi-Service Center

**Responsible Entity:** County of Orange

**Grant Recipient** (if different than Responsible Entity):

**State/Local Identifier:** CA/059

**Preparer:** Keeton Kreitzer Consulting

**Certifying Officer Name and Title:** John Viafora, HCD/HP Manager

**Direct Comments to:** John Viafora, HCD/HP Manager

**Statement of Purpose and Need for the Proposal** [40 CFR 1508.9(b)]:

### **Project Location:**

The subject property is located at 1000 North Kraemer Place in the City of Anaheim. The site, which encompasses approximately 1.87 acres, is located on the east side of North Kraemer Place, approximately 750 feet southeast of East La Palma Avenue. The subject property is designated "Industrial" on the Anaheim General Plan. The site is located within Development Area 2 (Expanded Industrial Area) of the Southeast Area Specific Plan (SP 94-1). The subject property is developed with two structures that encompass 24,384 square feet as illustrated on the aerial photograph. The structures are occupied by University Mechanical and Engineering Contractors, which use the building for office and warehouse purposes. The remaining portions of the subject property consist of asphalt and concrete-paved parking and storage areas to the north, south, and east, and landscaping along the west perimeter. The area in which the site is located is also developed with a mix of light industrial and commercial land uses.

### **Description of the Proposed Project** [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The County of Orange is proposing to convert the industrial/manufacturing building at 1000 North Kraemer Place in order to implement a Year Round Emergency Temporary Shelter and Multi-Service Center, including the provision of emergency temporary shelter and a multi-service center. The proposed facility is designed to provide safe shelter, basic needs, and access to support to move individuals and families out of homelessness and into permanent housing opportunities. A Management and Operational Plan (MOP) has been prepared that addresses generally operations, safety planning and management for a County Emergency Temporary Shelter. A Conceptual Site Plan has been prepared for the project and is also included in the Conceptual MOP and is illustrated in Exhibit 1-1. A Conceptual Floor Plan is illustrated in Exhibit 1-2. The two components of the project include an emergency temporary shelter and a multi-service center. These components are described below.

## Emergency Temporary Shelter

In order to meet the goal of the Orange County Ten Year Plan to End Homelessness to “*Develop year-round permanent emergency shelter program (s) to replace the Cold Weather Shelter system*” the proposed program will serve 200 shelter temporary residents while providing access to a range of programs and supportive services at an on-site Multi-Service Center. To ensure that the shelter will meet the needs of the community in serving chronic and vulnerable homeless people, temporary residents will be admitted with minimal, “low-threshold” requirements so that chronic and vulnerable homeless people can easily enter and remain in shelter until they can find permanent housing.

Those accessing the Year Round Emergency Shelter Program will include homeless single men and single women. The shelter will also accommodate stays for families with children, if no other family shelter beds in the community are identified and available. Each temporary resident will be screened for sex offender and active felony warrant status before admission, as detailed in the “Admission Criteria and Procedures”.

## Multi-Service Center

All temporary residents of the Year Round Emergency Shelter Program will have access to and will be encouraged to participate in services provided through the Multi-Service Center. Priority for access to the Multi-Service Center will be given to temporary residents and/or graduates of the Year Round Emergency Shelter Program. The Shelter Operator and its partners considers the Multi-Service Center a public benefit for the broader homeless community and/or the surrounding neighborhood community, and open participation and access to a larger population.

To manage the impact on the surrounding community, should access to the Multi-Service Center be opened to a wider population than just the 200 individuals and families who live in the shelter, the following policies are recommended:

- Services should be accessed by appointment only; no walk-ins will be accepted;
- On-site partner agencies must be responsible for coordination of service appointments;
- On-site partner agencies must be responsible for providing transportation options to and from the shelter for scheduled appointments.

The Year Round Emergency Shelter Program is designed to provide safe shelter, basic needs, and access to support to move individuals and families out of homelessness and into permanent housing opportunities. The following describes the features of the proposed emergency temporary shelter and multi-service center. Table 1-1 summarizes the conceptual project elements that are recommended for inclusion in the conceptual design of the proposed Year Round Emergency Shelter and Multi-Service Center.<sup>1</sup>

**Table 1-1**  
**Summary of Project Features**  
**Year-Round Emergency Shelter and Multi-Service Center**

<b>Project Element</b>	<b>Recommended Floor Area (Square Feet)</b>
<b>Shelter Sleeping Area</b>	
Men’s Dorms	5,018
Women’s Dorm	2,585
Families’ Dorm	1,402
<b>Medical Wing</b>	
Recuperative Care Area	819
<b>Dining/Commons/Overflow area</b>	
Dining Room	570
Commons/Overflow	465

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<sup>1</sup>Recommended floor areas are subject to change based on review and final design of the facility.

<b>Project Element</b>	<b>Recommended Floor Area (Square Feet)</b>
<b>Security Offices/Stations</b>	
Main Security Office	154
Family Security Desk	84
Item Check-In	150
Security and Communications Office	286
<b>Site Administration and Operations Offices</b>	
Including Records/Files Room	832
<b>Intake and Entry Areas</b>	
General Intake and Concierge	770
Family Intake	216
Service Desk	408
<b>Restroom and Shower Areas</b>	
Client Restrooms/Showers	902
Staff Restrooms	112
<b>Laundry Facilities</b>	
Client (Personal) Laundry	368
Staff (Bedding/Linens) Laundry	176
<b>Kitchen</b>	
<b>Conference Rooms</b>	
Conference Rooms	982 <sup>1</sup>
<sup>1</sup> Between eight (8) spaces with removable walls.  SOURCE: Draft Orange County Year Round Emergency Shelter and Multi-Service Center Management Operations Plan (August 14, 2015)	

## Goals and Objectives

The target goals and expected outcomes for the Year Round Emergency Shelter Program will adhere to guidelines and expectations set forth by the U.S. Department of Housing and Urban Development's HEARTH Act as well as the Orange County Ten Year Plan to End Homelessness.

The Year Round Emergency Shelter Program and Multi-Service Center should not be regarded as a singular program(s) but should provide support to the entire Orange County Continuum of Care (CoC) helping to move the system towards higher a level of system performance, a reduction in the number of persons who experience homelessness in our community and an increase in access to housing opportunities for chronically homeless individuals utilizing Year Round Emergency Shelter Program services. The objectives of the proposed project include:

- Reduction in the number of first time homeless
- Overall reduction in number of persons who experience homelessness
- Reduction in the length of time individuals are homeless
- Successful resolution of the housing/homeless crisis
- Reduction in the rate of recidivism (subsequent return to homelessness)

**Existing Conditions and Trends** [24 CFR 58.40(a)]:

The subject property is located at 1000 North Kraemer Place in the City of Anaheim. The site, which encompasses approximately 1.87 acres, is located on the east side of North Kraemer Place, approximately 750 feet southeast of East La Palma Avenue. The subject property is designated “Industrial” on the Anaheim General Plan. The site is located within Development Area 2 (Expanded Industrial Area) of the Northeast Area Specific Plan (SP 94-1). The subject property is developed with two structures that encompass 24,384 square feet. The structures are occupied by University Mechanical and Engineering Contractors, which use the building for office and warehouse purposes. The remaining portions of the subject property consist of asphalt and concrete-paved parking and storage areas to the north, south, and east, and landscaping along the west perimeter. The site is served by utilities and infrastructure, including sanitary sewers, water, and storm drains maintained by the City of Anaheim.

Kraemer Place, which provides vehicular access to the subject property, extends from the site in a westerly direction parallel to the freeway for approximately 100 feet behind the existing buildings, where it terminates. The site is located north of and adjacent to the SR-91 Freeway right-of-way. The SR-91 Freeway carries in excess of 225,000 vehicles per day. The westbound on-ramp to the freeway abuts the subject property on the east. A railroad switching yard exists south of the freeway and east of Kraemer Boulevard; a rail line also extends in an east-west direction south of the SR-91 Freeway. With the exception of Kraemer Boulevard, which continues over the SR-91 Freeway to the south, there are no other direct vehicular or pedestrian connections to circulation facilities south of the freeway. The freeway serves as a physical barrier to both vehicles and pedestrians in the project environs. The Santa Ana River is also located in the project vicinity south of the freeway. It has been reported that some areas within the Santa Ana River channel provide refuge for homeless individuals. The Santa Ana River Trail Bikeway extends along the southern bank of the river. The site and area immediately surrounding the subject property are devoid of natural topographic features and native vegetation/habitat. No historic structures or features are located in the project environs.

The area in which the site is located is developed with a mix of light industrial and commercial land uses. Light industrial uses are located north of the site on the east side of Kraemer Place; commercial (e.g., piano sales, gourmet food out, etc.) and light industrial, including self-storage uses, are located on the west side of that roadway. Other land uses in the project area include a gasoline service station and fast food outlet at the southwestern corner of La Palma Avenue/Kraemer Place intersection. Gas stations are also located at the northeast and northwest corners of the La Palma Avenue/Kraemer Boulevard intersection. No residential development is located in proximity to the project site; however, residential development does exist south of the Santa Ana River and west of Glassell Street; however, the freeway is a barrier to that residential development.

**Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
B-15-UC-06-0504	CDBG	\$1,265,000
B-16-UC-06-0504	CDBG (pending award)	\$300,000

**Estimated Total HUD Funded Amount:** \$1,565,000

**Estimated Total Project Cost** (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$4,500,000

**Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities**

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	John Wayne Airport (JWA), located approximately 16 miles south of the site, is the nearest public airport to the subject property. The subject property is not located within the Airport Environs Land Use Plan (AELUP) for JWA and neither the site nor project area is subject to either excessive noise levels or safety hazards associated with aviation activities occurring at that facility. Fullerton Municipal Airport (FMA) is a general aviation facility located approximately 8 miles west of the proposed emergency temporary shelter and multi-service center. However, neither the project site nor project area is located within two miles of this airport and is not subject to either excessive noise levels or accident potential associated with aviation activities occurring at FMA. As a result, project implementation will not result in any airport land use compatibility impacts, including those associated with noise and/or safety. The subject property is not located within the Part 77 Notification Area of either JWA or FMA. Thus, no land use conflicts and potential aviation hazards would occur.
<b>Coastal Barrier Resources</b>  Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located in inland Orange County and would not affect any costal resources. Therefore, the project is not subject to the Coastal Barrier Resources Act.
<b>Flood Insurance</b>  Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within the 100-year flood plain. The area in which the project site is located is designated "Zone X – Area of 500-year flood," which encompasses areas of 100-year flood with average depths less than one foot or drainage areas less than one mile; and areas protected by levees from 100-year floods. Furthermore, the project site is developed with an industrial building that would be converted to an emergency temporary shelter and multi-service center. Although the proposed project would provide emergency temporary shelter for up to 180 days, it is not traditional residential development and, furthermore, it is not proposed within the limits of a 100-year flood plain as designated by the Federal Emergency Management Agency (FEMA).
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b>		

<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The project site is located within the South Coast Air Basin (SCAB), which is governed by the South Coast Air Quality Management District (SCAQMD). Existing and probable future levels of air quality in the project area can be best inferred from ambient air quality measurements conducted by the SCAQMD. The SCAQMD is a designated “non-attainment area” for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>. Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future. The project includes only the conversion of the existing manufacturing use of the site to an emergency temporary shelter and multi-service center. It is anticipated that only a small incremental increase in air pollutant emissions above those currently generated on the site would occur. While a small increase reactive organic gases (ROG) is anticipated, project-related emissions of oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM<sub>10</sub>) would be reduced when compared to the existing manufacturing land use. None of the project-related air pollutant emissions will result in significant local or regional air quality impacts. Furthermore, because the project would not require any significant grading and construction, short-term pollutant emissions would be minimal and would not exceed SCAQMD’s threshold criteria. Because the proposed project is not projected to exceed any air pollutant thresholds, it is anticipated that the project would not violate air quality standards and, furthermore, contribute substantially to an existing or projected daily violation. Potential air quality impacts will be less than significant; no mitigation measures are required.</p>
<p><b>Coastal Zone Management</b></p> <p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is not located within the California Coastal Zone and is not, therefore, subject to the provisions of the California Coastal Zone Management Act.</p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>A Phase I Environmental Site Assessment (ESA) was conducted by Anderson Environmental (June 30, 2015) in order to identify any (1) Recognized Environmental Conditions (RECs), (2) Historical Recognized Environmental Conditions (HRECs), and/or (3) Controlled Recognized Environmental Conditions (CRECs) associated with the subject property. In addition, an addendum to the ESA was prepared to provide supplemental information related to update the Phase I ESA. Based on the ESA and Addendum, the subject property is listed on the Emergency Response Notification System (ERNS) database. According to the listing, emergency responders were called to the subject property on May 11, 1993 due to the release of approximately 5-gallons of waste oil. Although the source of the release was not</p>

		identified, the release was subsequently cleaned up by American Pumping. The media affected is listed as “air”, and no damage was reported. Based on the small quantity of waste oil (5-gallons) and the subsequent cleanup, this listing is not expected to represent a significant environmental concern to the subject property
<b>Endangered Species</b>  Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is developed with a warehouse/manufacturing building, which is surrounded on the east, west, and north by other industrial developments; SR-91 freeway right-of-way abuts the property on the south. All of the limited vegetation that exists on the site and within the project area is introduced (i.e., non-native) plant materials that are common in urban landscapes. There are no species identified as candidate, sensitive, or special status species within the limits of either the site or in the immediate project area, which has been completely altered by development. The Anaheim General Plan does not identify any important biological resources, including vegetation and wildlife, either on or in the immediate vicinity of the project site. Therefore, no significant impacts would occur to any sensitive species designated by the resources agencies as a result of project implementation. Further, the Project is not directly affected by any regional plans, or policies of other resource agencies.
<b>Explosive and Flammable Hazards</b>  24 CFR Part 51 Subpart C	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is not susceptible to potential explosion and or flammable hazards as identified and described in 24 CFR Part 51 Subpart C. No explosive, flammable, or hazardous materials would be stored or utilized on the subject property.
<b>Farmlands Protection</b>  Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The subject property is not currently used for agricultural production. Furthermore, the project site is not designated as agricultural and the site does not support prime agricultural soils. The project implementation would not result in the conversion of farmland to non-agricultural use. The site does not meet the minimum criteria prescribed in Section 658.5. Therefore, use of the site as proposed for the Emergency Temporary Shelter and Multi-Service Center would not result in the conversion of important or unique farmland to a non-farmland use pursuant to the Farmland Protection Act of 1981.
<b>Floodplain Management</b>  Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within the limits of a 100-year flood plain. The area in which the project site is located is designated “Zone X – Area of 500-year flood,” which encompasses areas of 100-year flood with average depths less than one foot or drainage areas less than one mile
<b>Historic Preservation</b>	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not identified as having any local, state, or federal significance as a historic resource and

<p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>		<p>is not subject to the National Historic Preservation Act requirements, including Sections 106 and 110.</p> <p>The property that is the subject of the proposed project as well as the surrounding area are urbanized and characterized by development that involved extensive grading and significant landform modification in order to accommodate that development. Any archaeological sites that may have existed near the surface of the ground would have been disturbed and/or destroyed by past grading activities that were necessary to accommodate the existing development. Furthermore, the site is not identified as being archaeologically sensitive in the City's General Plan. The County of Orange has complied with AB 52, which requires consultation with the designated Soboba, Juaneño, and Gabrieleño Native American representatives pursuant to their request to be notified. No response was received from any of the Native American Representations. It is unlikely that significant impacts to cultural (Native American or otherwise) or archaeological resources would occur as a result of project implementation due to the nature and extent of past landform alteration and, furthermore, because project implementation does not require additional grading/excavation or landform alteration that could possibly affect any cultural resources. As a result no impacts are anticipated to occur to archaeological and/or cultural resources. No mitigation measures are required.</p>
<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>Monitoring experience shows that 24-hour weighted community noise equivalent levels (CNEL) can be reasonably well estimated from mid-afternoon hour noise readings. CNELs are approximately equal to mid-afternoon hour Leq plus 2-3 dB.<sup>2</sup> Therefore, the CNEL at the south end of the site would range from 71 to 72 DBA and 64 to 65 dBA at the north end of the site.</p> <p>Traffic noise from the SR-91 freeway was analyzed to determine the ambient noise levels in the project environs. Roadway traffic volumes were obtained from the Caltrans website. In the project vicinity, the maximum traffic volume on the SR-91 freeway is shown to be 227,300 vehicles per day.<sup>3</sup> Of the total traffic count, 7.6 percent of the vehicles are trucks. The truck composition is comprised with 3.4 percent of the total traffic volume being medium duty trucks and 4.2 percent heavy duty trucks (3+ axles). With an assumed travel speed of 60 mph (combined free-flow and congested rush hour speeds), the associated noise level is 86.3 dB CNEL at 50 feet from the freeway centerline.</p>

<sup>2</sup>Caltrans Technical Noise Supplement; (2009).

<sup>3</sup><http://www.octa.net/pdf/2013trafficflow.pdf>

The nearest project building façade is approximately 250 feet from the SR-91 centerline. Decaying for distance, the spreading loss is calculated to be -10.5 dB for a resultant noise level of 74.8 dB CNEL. However, a freeway overpass blocks a full view of the roadway. Such a structure is presumed to reduce noise levels by an additional 3 dB for a residual noise level of almost 72 dB CNEL at the proposed project site. This noise level exceeds the 65 dBA stipulated in 24 CFR 51 for “normally acceptable” exterior noise levels. Therefore, mitigation are required to ensure that exterior noise levels are reduced to below the 65 dBA exterior noise level threshold.

The City’s residential interior noise standard is 45 dB CNEL. The residential exterior noise standard is 65 dB CNEL. Traffic noise from the SR-91 freeway was analyzed to ensure thresholds are met. CNEL is defined as the annual average noise level with appropriate weighting for nocturnal sensitivity. Project residents will be limited to 6-month cumulative occupancy and the outside common area will be closed at night. Application of the annual average noise level with a 10 dB nocturnal weighting to exterior site uses is therefore an exceedingly conservative (worst-case) assumption.

Exterior Noise Levels

Recreational space at the proposed shelter is assumed to be sited along the eastern side of the building. At the southernmost area there is a planned children’s play area. The observed noise level at this location was 69 dB Leq, or 71-72 dB CNEL. Exterior noise levels would be exceeded by 7 dB. Generally speaking, a 7-foot high wall would provide for 7 dB of noise reduction. Such a wall would be capable of reducing exterior recreational noise to 65 dB CNEL. The wall would need to run past the children’s play area to the start of the proposed kennel, approximately 40 feet in length. Therefore, exterior noise levels will be met as long as the proposed 7-foot perimeter noise wall is erected, even when the over predictive annual average CNEL standard is applied.

Interior Noise Levels

The interior residential noise standard is 45 dB CNEL. It is important to note that CNEL is an average annual level; however, project residency will be temporary. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:

- Partly open windows – 12 dB

		<ul style="list-style-type: none"> <li>▪ Closed single-paned windows – 20 dB</li> <li>▪ Closed dual-paned windows – 30 dB</li> </ul> <p>The existing industrial building may be tilt-up concrete instead of wood-framed. Noise transmission through concrete is less than for wood-framed buildings. Regardless, the weakest structural components for noise leakage are doors and windows facing the noise source. These elements will determine interior noise levels, particularly along the southern building perimeter. The maximum building façade noise loading is 72 dB CNEL. Structural noise reduction of 27 dB is needed to meet the 45 dB interior standard. Standards will be met as long as residents have the option to close any openable windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. The recommended ventilation rate is 15 CFM per person of fresh make-up air as per Title 24 of the California Code of Regulations. Central air conditioning with a fresh air inlet will meet this requirement.</p>
<b>Sole Source Aquifers</b>  Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within one of the sole source aquifers identified in the Safe Drinking Water Act of 1974. Redevelopment /reuse of the site as proposed for an Emergency Temporary Shelter and Multi-Service Center will not result in any potentially significant impact to designated sole source aquifers.
<b>Wetlands Protection</b>  Executive Order 11990, particularly sections 2 and 5	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located within an urbanized area of the City of Anaheim and does not support any wetlands as defined by Executive Order 11990 (Section 404 of the Clean Water Act). As a result, the project is not subject to the provision of Executive Order 11990.
<b>Wild and Scenic Rivers</b>  Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	No portion of the Santa Ana River in Orange County is designated as under the Wild and Scenic Rivers Act of 1968. Therefore, project implementation would be subject to the provisions of the Wild and Scenic Rivers Act of 1968.
<b>ENVIRONMENTAL JUSTICE</b>		
<b>Environmental Justice</b>  Executive Order 12898	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	Because the project site is located within 500 feet of a freeway, a Health Risk Assessment (HRA) was prepared to assess the potential human health risk associated with the project. The following conclusions related to the potential health risk impacts of TAC emissions associated with the SR-91 freeway. <ul style="list-style-type: none"> <li>• The maximum predicted cancer risk at the proposed project’s sensitive/residential receptors including the use of an air filtration system (90 percent effectiveness) based on the currently approved SCAQMD guidance with a 70-year exposure duration is estimated to be 0.4 in one</li> </ul>

		<p>million which is less than the SCAQMD cancer risk significance threshold of 10 in one million; use of an air filtration system capable of a reduction of pollutant impact of 50 percent would result in a maximum cancer risk impact of 0.6 in one million, which is less than significant.</p> <ul style="list-style-type: none"> <li>• The maximum predicted cancer risk proposed project's worker receptors including the use of an air filtration system (90 percent effectiveness) based on both the current SCAQMD guidance and the new OEHHA guidance is estimated to be less than 0.1 in one million which does not exceed the SCAQMD cancer risk significance threshold of 10 in one million.</li> <li>• As supplemental information, the maximum predicted cancer risk at the proposed project's sensitive/residential receptors including the use of an air filtration system (90 percent effectiveness) based on the new OEHHA guidance is estimated to be 12.7 in one million which exceeds the SCAQMD cancer risk significance threshold of 10 in one million.</li> <li>• As supplemental information, the maximum predicted cancer risk at the proposed project's sensitive/residential receptors including the use of an air filtration system (90 percent effectiveness) based on the new OEHHA guidance as modified to incorporate mean daily breathing rates is estimated to be 9.2 in one million which does not exceed the SCAQMD cancer risk significance threshold of 10 in one million.</li> </ul> <p>It is important to note that potentially significant health impacts could occur without the use of high efficiency panel filters inside the heating, ventilation, and air conditioning (HVAC) system of the building. Air filters and other air-cleaning devices are designed to remove pollutants from indoor air. Some are installed in the ductwork of a home's central heating, ventilating, and air-conditioning (HVAC) system to clean the air in the entire house. In studies of the effectiveness of air filtration systems in classrooms<sup>4</sup> and by the EPA in residences,<sup>5</sup> the combination of an HVAC system with a high performance panel filter (ASHRAE Standard 52.2 MERV of 14) reduced indoor levels of fine particulate matter, PM<sub>2.5</sub>, and smaller particles by 70 to 90 percent. A value of 90 percent was assumed in the preparation of the HRA</p>
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<sup>4</sup>South Coast Air Quality Management District. MATES IV Multiple Air Toxics Exposure Study: Website: <http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/maes-iv>.

<sup>5</sup>United State Environmental Protection Agency. Residential Air Cleaners: A Summary of Available Information. Website: [http://www.epa.gov/iaq/pubs/residair.html#Air\\_Filters\\_-\\_Available\\_Guidance\\_for\\_Their\\_Comparison](http://www.epa.gov/iaq/pubs/residair.html#Air_Filters_-_Available_Guidance_for_Their_Comparison).

		because of the use of non-opening windows that minimizes the intake of outside air into the building. Therefore, such a system would be required to ensure that potentially significant impacts are reduced to a less than significant level.
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**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

**Impact Codes:** Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>Senate Bill (SB) 2, enacted in 2007 by the California State Legislature, added the requirement of including emergency shelters in local Housing Elements of municipal general plans. The legislation requires all municipal local governments to identify a zone or zones within its jurisdiction where emergency shelters are allowed as a permitted use without the approval of a conditional use permit.</p> <p>Orange County Policies</p> <p>The County of Orange adopted Ordinance No. 13-007 in December 2013 that amended Section 7-9-34 and Section 7-9-148 of the County's codified ordinances related to the definition of multi-service center for the homes, housing opportunities overlay regulations, and emergency shelter/multi-service center for the homeless site development standards and operational requirements. Specifically, the purpose and intent of the ordinance is, among other things, to "... facilitate the establishment of Emergency Shelters and Multi-Service Centers for the Homeless pursuant to applicable state law."<sup>6</sup> In addition, the ordinance is also intended to enable the County to achieve the goals and objectives articulated in the Orange County Housing Element. Although the ordinance addresses these facilities in the unincorporated area of Orange County, in this case, the County is</p>

<sup>6</sup>Orange County Ordinance No. 13-007; December 10, 2013.

	<p>working with the City of Anaheim and nearby municipalities to address homelessness cooperatively.</p> <p>The County of Orange has joined with Orange County (OC) 211, a non-governmental, facilitative body, the intent of which is to bring social service providers within the county together to share information and resources and define regional homeless policy. The County, along with OC211, has as its primary goal:</p> <p>“Improving the region's shelter base and supportive services for the homeless including development of new emergency and transitional beds, providing support to the Cold Weather Armory program, and facilitating collaborative partnering.”</p> <p>As indicated in the project description, the County is attempting to achieve this goal through the implementation of the proposed emergency temporary shelter and multi-service center. The proposed project is consistent with the aforementioned goal by providing temporary assistance to homeless individuals and families in the form of temporary shelter and additional services that include drug and alcohol counseling, job counseling, and potential housing assistance to the homeless. Therefore, the proposed emergency temporary shelter and multi-service center does not conflict with the long-range goal of eliminating homelessness in Orange County. No significant impacts will occur as a result of project implementation.</p> <p>Anaheim Zoning – Industrial</p> <p>Pursuant to California Government Code section 53090, <i>et seq</i>, the County of Orange is not subject to the land use, building, or development standards of the City of Anaheim. Anaheim’s zoning for this property is discussed only to demonstrate the County has attempted to comply, where possible, with the City of Anaheim’s requirements for emergency shelters. As previously indicated, the project site is zoned “Industrial” on the Anaheim General Plan Land Use Map and is within Development Area 2 (Expanded Industrial) of the Northeast Area Specific Plan. The Supplemental Use Regulations for Emergency Shelters (Anaheim Municipal Code Section 18.38.125) permit a single Emergency Shelter housing up to 50 occupants to be a permitted use on any parcel within the I (Industrial) Zone or the Northeast Area Specific Plan, excluding properties within Development Area 5 or 6. Any other Emergency Shelter in the Industrial Zone or the Northeast Area Specific Plan is subject to approval of a Conditional Use Permit (CUP). According to Anaheim’s provisions, all Emergency Shelters must comply with the development standards in the Anaheim Municipal Code Section 18.38.125.</p> <p>The City of Anaheim adopted Section 18.38.125 by Ordinance No. 6234 to implement SB 2 requirements. Similar to the County’s ordinance, the City’s ordinance requires that any project over 50 occupants requires a CUP for any project over 50 occupants. Consistent with SB 2, the City has determined that its need for emergency shelters can be accommodated utilizing the</p>
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	<p>50 occupants limit. Therefore, it is able to require the approval of a CUP for shelters proposing greater than 50 occupants.<sup>7</sup></p> <p>Emergency shelters must comply with specific development standards and/or conditions stipulated in that section, including Section 18.38.125.050 (Separation), which stipulates:</p> <p>“A minimum distance of 300 feet, measured from the property line, shall be maintained from any other Emergency Shelter. A minimum distance of 1000 feet, measured from the property line, shall be maintained from any property designated for residential use by the Anaheim General Plan, including any mixed-use designation that permits residential uses, any public or private school serving a minor population, any day-care center and any assisted-living facility.”</p> <p>Although the proposed project is not located within 300 feet of another emergency shelter, the site is located less than 1,000 feet from residential development as measured in a straight line from the project site to the nearest residential use. However, it is important to note that although the site does not meet the 1,000-foot separation criterion prescribed in Section 18.38.125 based on a direct ‘line of sight’ measurement, the SR-91 Freeway, which is located between the site to the north on Kraemer Place and the nearest residential development south of the freeway on Frontera Street, prevents direct access from the site to the nearest residential use. With the exception of Kraemer Boulevard and La Palma Avenue, no direct vehicular or pedestrian access exists north and south of the SR-91 Freeway, which is a barrier to north-south movement patterns. Therefore, in order to travel from the proposed emergency temporary shelter to the multiple-family residential development on Frontera Street, one would have to travel north on Kramer Place to La Palma Avenue; east on La Palma Avenue to Kraemer Boulevard; south on Kraemer Boulevard over the SR-91 Freeway to Frontera Street; and west of Frontera Street to the multiple-family residential development. This route would extend over a distance of approximately one-half mile. There is no direct route, either by foot or by automobile, from the project site to the nearest residential development. Therefore, the location of the proposed emergency temporary shelter meets the intent of the 1,000-foot separation prescribed in Section 18.38.125 of the Anaheim Zoning Ordinance.</p> <p>It is important to note that although not required, the MOP addresses many of the provisions of the Anaheim Municipal Code, including the following: the maximum length of stay is limited to 180 consecutive days; the use of alcohol (and drugs) in the facility or on the site is prohibited; bicycle racks/bicycle lockers are provided; MOP a staff training program, provision of indoor and outdoor recreation facilities, counseling/job placement and legal, mental and physical health services; the provision of security</p>
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<sup>7</sup>Susan Kim, Senior Principal Planner, Advance Planning and Special Projects; City of Anaheim Building and Planning Department; August 17, 2015.

		<p>lighting and 24-hour on-site security; the inclusion of a kitchen and meal preparation; prohibition of loitering.</p> <p>Although the County's operations plan for the shelter addresses many of the provisions of the Anaheim Municipal Code relating to emergency shelters, the consistency finding is not based on consistency with the zoning provisions of the Anaheim Municipal Code because California Government Code section 53090, <i>et seq.</i> provides the County with intergovernmental immunity from the zoning, building and development standard ordinances with the City of Anaheim. Therefore, the County is not required to make a finding that the Year-Round Emergency Temporary Shelter and Multi-Service Center is consistent with those ordinances. Potential impacts would be less than significant; no mitigation measures are required.</p>
<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>2</p>	<p>The project site has been substantially altered in order to accommodate the existing industrial building that supports a manufacturing/warehouse structure. The site has been designed to accommodate storm-related surface runoff, which would be directed to existing storm drain facilities in Kraemer Place. As previously indicated, the proposed project would result in only minimal grading/landform alteration that would not alter the existing drainage pattern of the site and surrounding area. With the exception of modifications to the site necessary to accommodate Americans with Disabilities Act (ADA) requirements and other minor modifications to the exterior (e.g., "outdoor commons"), the proposed emergency temporary shelter would not necessitate any significant physical changes to the site. The interior floor area of the existing industrial building will be renovated and modified to accommodate the internal elements of the homeless shelter (e.g., sleeping areas, restroom and shower facilities, administrative areas, etc.). However, as previously indicated, the site would not be altered in such a way as to substantially alter the existing drainage. Furthermore, no stream river would be altered and no substantial erosion or siltation would occur as a result of project implementation. Therefore, no significant impacts will occur.</p> <p>Soils on the project site in the project area have already been disturbed by development. Therefore, the loss of topsoil is not a potentially significant impact. Soils may be prone to erosion during any potential site alteration required to implement the required ADA improvements; however, such site alteration will be minimal, and would not result in a substantial increase in erosion as a result of converting the existing industrial building to the emergency temporary shelter. With the exception of ADA-required access improvements, which would require only minor alterations, no significant grading and/or landform alteration would occur as a result of project implementation. Thus, large expanses of exposed soil would not occur during the structural conversion. Existing landscaping would not be significantly altered. As a result, potential impacts associated with erosion would not be significant; no mitigation measures are required.</p> <p>Implementation of the proposed project would not result in any significant changes in either the amount of impervious surfaces that</p>

		<p>exist on the subject site or the volume of runoff currently generated by the existing manufacturing use. Virtually no increase in runoff is anticipated. As a result, the contribution of surface runoff would not exceed the capacity of the existing or planned stormwater drainage facilities in the area. Furthermore, the proposed use would also not generate a substantial amount of polluted runoff because the land use will be converted to a manufacturing use to a quasi-institutional use (i.e., emergency temporary shelter), which would not be a source of pollution. Potential impacts would be less than significant; no mitigation measures are required.</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p><b>Hazards and Nuisances and Site Safety</b></p> <p>It is possible that asbestos-containing material (ACM) and/or lead-based paint (LBP) may exist in the structures that are proposed to be converted to s Emergency Temporary Shelter. As a result, ACM and LBP could be released into the environment during the renovation/remodeling of the interior space of the existing structure; however, according to the Environmental Protection Agency (EPA), ACM that is intact and in good condition can, in general, be managed safely in-place under an Operations and Maintenance (O&amp;M) program until removal is dictated by renovation, demolition, or deteriorating material conditions. Therefore, prior to any disturbance of the structures and construction materials within the project site, a comprehensive ACM and LBP survey shall be conducted and, if determined necessary based on the survey, appropriate measures would be prescribed to ensure that no release of either ACM or LBP occurs, including during remediation and transport and disposal of those materials. Remediation, if required, shall comply with all applicable regulatory requirements. Air emissions of asbestos fibers and leaded dust would be reduced to below a level of significance through compliance with existing federal, state, and local regulatory requirements and implementation of the mitigation measures prescribed above (MM 8-1 and MM 8-2).</p> <p>A Phase I Environmental Site Assessment (ESA) was conducted in order to identify any (1) Recognized Environmental Conditions (RECs), (2) Historical Recognized Environmental Conditions (HRECs), and/or (3) Controlled Recognized Environmental Conditions (CRECs) associated with the subject property.</p> <p>The Santa Ana Regional Water Quality Control Board (SARWQCB), Department of Toxic Substances (DTSC), South Coast Air Quality Management District (SCAQMD), Orange County Health Care Agency (OCHCA), Anaheim Fire Department (AFD), Anaheim Public Utilities Department (APUD), and Orange County Sanitation District (OCSD) were contacted during the preparation of the Phase I ESA regarding hazardous materials, underground storage tank, industrial wastewater, and air emissions equipment files for the subject property. Additionally, the State Water Resources Control Board (SWRCB) GeoTracker (GeoTracker), DTSC EnviroStor and SCAQMD Facility Information Detail (FIND) databases were reviewed for more information pertaining to the subject property. According to responses to inquiries during the preparation of the ESA and a review of the online databases, there are no files for the subject property with the following exception. At the time the ESA was</p>

	<p>completed and issued, no response has been received from SCAQMD. Information provided by FIND indicates that Mark C Bloome Co. Inc. (1000 North Kraemer Place) was issued a permit for a gasoline fueling and dispensing facility consisting of one gasoline storage tank, one gasoline dispensing nozzle and a vapor recovery system. The specific size and contents of the UST are not provided on FIND. No violations were listed.</p> <p>According to a draft Phase I Environmental Site Assessment prepared by EBI Consulting, Inc. (EBI) in April 2006, the site was equipped with a 10,000-gallon UST which was reportedly removed in 1986. The contents of the UST are not specified within the report, but it is likely that this UST contained gasoline based on the FIND database listing. EBI's report included a review of a Phase I report from 2002 and a Phase II report from 2006. According to EBI's review of Phase I report prepared by Hayden Environmental dated March 27, 2002, two soil samples were collected from the UST excavation at the time of removal (1986) and sampling results were reportedly provided verbally to Orange County Health Care Agency (OCHCA) via telephone. The results reportedly indicated non-detectable concentrations of total petroleum hydrocarbons (TPH) and benzene, toluene, ethylbenzene, and xylenes (BTEX).</p> <p>EBI also reviewed a Phase II Environmental Site Assessment at the property by Aqua Science Engineers, Inc. (ASE), dated April 4, 2006. According to EBI's review of the report, two soil borings were advanced to a depth of 25 feet below ground surface (bgs) in the area of the former underground storage tank (UST). Samples were collected at depths of 13, 20, and 25 feet bgs and analyzed for TPH, BTEX, and fuel oxygenates. Soil analytical results were reportedly "non-detect".</p> <p>An OCHCA letter dated April 20, 2006, provided by Mr. Scott Baker, representative of the tenant of the subject property (University Mechanical and Engineering Contractors), confirmed that the UST was removed with OCHCA oversight in 1986. The file on the UST removal indicates that three (3) soil samples were obtained and "... were most likely tested."<sup>8</sup> Although the results of the tests were phoned in to OCHCA by the environmental consultant, no copy of the lab results was found in the file. The results that were phoned in indicated that no unauthorized releases had occurred from the UST. Andersen Environmental determined that no evidence of a recognized environmental condition, as defined by ASTM, exists on the subject property based on: (1) an inspection of the subject property; (2) a review of past uses; (3) observation of surrounding properties; and (3) a thorough search of federal EPA, State of California, County of Orange, and City of Anaheim records.<sup>9</sup> Thus, potential impacts are anticipated to be less than significant; no mitigation measures are required.</p>
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<sup>8</sup>Addendum to Draft Phase I Environmental Assessment Report (1000 North Kraemer Place, Anaheim, CA); Anderson Environmental; July 27, 2015.

<sup>9</sup>*Ibid.*

	<p>AFD provided inspection information for the subject property, which indicated no violations were found during the most recent inspection on August 26, 2014. No information pertaining to hazardous materials use was provided within the files. The AFD files did not identify any significant environmental concerns for the subject property. According to the AFD, there are no files for 1010 North Kraemer Place.</p> <p>The Division of Oil, Gas, and Geothermal Resources (DOGGR) Online Mapping System was reviewed for information pertaining to oil and gas exploration on or nearby the subject property. No oil wells were identified within 500 feet of the subject property.</p> <p>The Preliminary Title Report (First American Title Company, May 20, 2015) for the Subject Property indicated that no environmental cleanup liens or activity and use limitations encumbering the subject property were identified. Furthermore, based on the Department of Toxic Substances Control (DTSC) EnviroStor Database, no environmental liens enforced by the DTSC were identified.</p> <p>Noise</p> <p>Traffic noise from the SR-91 freeway was analyzed to determine the ambient noise levels in the project environs. Roadway traffic volumes were obtained from the Caltrans website. In the project vicinity, the maximum traffic volume on the SR-91 freeway is shown to be 227,300 vehicles per day.<sup>10</sup> Of the total traffic count, 7.6 percent of the vehicles are trucks. The truck composition is comprised with 3.4 percent of the total traffic volume being medium duty trucks and 4.2 percent heavy duty trucks (3+ axles). With an assumed travel speed of 60 mph (combined free-flow and congested rush hour speeds), the associated noise level is 86.3 dB CNEL at 50 feet from the freeway centerline.</p> <p>The nearest project building façade is approximately 250 feet from the SR-91 centerline. Decaying for distance, the spreading loss is calculated to be -10.5 dB for a resultant noise level of 74.8 dB CNEL. However, a freeway overpass blocks a full view of the roadway. Such a structure is presumed to reduce noise levels by an additional 3 dB for a residual noise level of almost 72 dB CNEL at the proposed project site. As reflected in Table 12-1 (Short-Term Noise Measurements), the calculated noise level corresponds with the measured noise level.</p> <p>The City's residential interior noise standard is 45 dB CNEL. The residential exterior noise standard is 65 dB CNEL for recreational use. Traffic noise from the SR-91 freeway was analyzed to ensure thresholds are met. CNEL is defined as the annual average noise level with appropriate weighting for nocturnal sensitivity. Project residents will be limited to 6-month cumulative occupancy and the outside common area will be closed at night. Application of the annual average noise level with a 10 dB nocturnal weighting to exterior site uses is therefore an exceedingly conservative (worst-case) assumption.</p>
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<sup>10</sup><http://www.octa.net/pdf/2013trafficflow.pdf>

		<p style="text-align: center;">Exterior Noise Levels</p> <p>Recreational space at the proposed shelter is assumed to be sited along the eastern side of the building. At the southernmost area there is a planned children’s play area. As discussed earlier in the report, the observed noise level at this location was 69 dB Leq, or 71-72 dB CNEL. Exterior noise levels would be exceeded by 7 dB. Generally speaking, a 7-foot high wall would provide for 7 dB of noise reduction. Such a wall would be capable of reducing exterior recreational noise to 65 dB CNEL. The wall would need to run past the children’s play area to the start of the proposed kennel, approximately 40 feet in length. Therefore, exterior noise levels will be met as long as the proposed 7-foot perimeter noise wall is erected, even when the over predictive annual average CNEL standard is applied.</p> <p style="text-align: center;">Interior Noise Levels</p> <p>The interior residential noise standard is 45 dB CNEL. It is important to note that CNEL is an average annual level; however, project residency will be temporary. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:</p> <p>Partly open windows – 12 dB  Closed single-paned windows – 20 dB  Closed dual-paned windows – 30 dB</p> <p>The existing industrial building may be tilt-up concrete instead of wood-framed. Noise transmission through concrete is less than for wood-framed buildings. Regardless, the weakest structural components for noise leakage are doors and windows facing the noise source. These elements will determine interior noise levels, particularly along the southern building perimeter. The maximum building façade noise loading is 72 dB CNEL. Structural noise reduction of 27 dB is needed to meet the 45 dB interior standard. Standards will be met as long as residents have the option to close any openable windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. The recommended ventilation rate is 15 CFM per person of fresh make-up air as per Title 24 of the California Code of Regulations. Central air conditioning with a fresh air inlet will meet this requirement.</p>
Energy Consumption	2	<p>California’s estimated annual energy use as of 2013 included approximately 296,628 gigawatt hours of electricity; 12,767 million therms natural gas (approximately 3.5 billion cubic feet of natural gas per day); and 18 billion gallons of gasoline. As of 2012, energy use in California by demand sector was: approximately 38.5 percent transportation; 22.8 percent industrial; 19.3 percent residential; and 19.4 percent commercial.</p> <p>California's massive electricity in-state generation system generates more than 200,000 gigawatt-hours each year and is transported over the state's 32,000 miles of transmission lines. In 2013, California produced approximately 70% of the electricity it uses; the remainder</p>

was imported from the Pacific Northwest (12%) and the U.S. Southwest (21%). Natural gas is the main source for electricity generation at 45% of the total in-state electric generation system power.

#### Electricity

Anaheim Public Utilities Department (APUD) provides electricity to the City of Anaheim, including the ACSP Area. Anaheim obtains its electricity supply from resources in or near Anaheim and across the western United States, currently consisting primarily of coal and natural gas. However, APUD is expanding the resource mix to include renewable energy resources such as wind, solar, geothermal, and landfill gas. To round out its electricity supply, the City of Anaheim participates in seasonal power exchanges as well as additional market purchases where necessary.

The distribution system consists of more than 1,500 circuit miles of transmission and distribution lines distributing more than 2.6 billion kilowatt-hours of electricity annually to retail customers across the roughly 50-square-mile service area in Anaheim's city limits. To facilitate the safe and efficient transfer of electricity to residences and businesses, 11 distribution substations are located throughout the City. APUD's electric system's historical peak demand was set in July 2006 at 593 megawatts (MWh).

Development pursuant to the Proposed Project would increase the electrical load on existing facilities. A new electrical substation and its related street infrastructure are under construction at the new generation site on Miraloma Avenue near Kraemer Avenue. This facilities would accommodate electrical demand in the project area at buildout as projected by the General Plan. The proposed project would be required to comply with the 2013 Building Energy Efficiency Standards (effective July 1, 2014). Therefore, it is anticipated that impacts from the Proposed Project would occur within the expansion capabilities of the APUD. Therefore, the Proposed Project would not result in a significant impact related to electricity.

#### Natural Gas

Southern California Gas Company (SCG) provides gas service in the City of Anaheim and has facilities throughout the City, including the project area. SCG operates its Anaheim Base within the Platinum Triangle at the corner of Gene Autry Way and State College Boulevard. As a Regional Response and Emergency Operations Center for SCG, the Anaheim Base plays a key role in providing day-to-day service, as well as in critical and emergency situations.

Development pursuant to the Proposed Project would increase the natural gas demand in the Project Area. The Project Area is already served by SCG. There is extensive and reliable gas services in the area, and any future improvements would occur in accordance with the SCG's policies and extension rules on file with the Public Utilities Commission (PUC) when the contractual agreements are made. The availability of natural gas service is based on present gas supply and

		regulatory policies. As a public utility, SCG is under the auspices of the PUC and federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with revised conditions. Although the ACSP implementation would create additional demands on natural gas supplies and distribution infrastructure, the increased demands are projected to be within the service capabilities of SCG, and no significant impacts are anticipated.
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	<p>The employment base in the City of Anaheim ranges from small service-oriented businesses to large-scale industrial and research/development land uses. According to the 2000 Census, the City of Anaheim contained an employed civilian labor force (16 years and older) of 152,255. The largest occupational category is sales and office occupations, in which 28.3% of the workforce is employed, followed by management, professional and related occupations, in which 27.5% of the workforce is employed. The largest industry category is manufacturing (20.2%), followed by educational, health and social services (14.2%). Currently, Anaheim's workforce comprises approximately 11% of the County's workforce.</p> <p>Project implementation will result in the conversion of the existing industrial/manufacturing buildings into an Emergency Temporary Shelter and Multi-Service Center, which not affect either employment or income patterns in the City of Anaheim and County of Orange. Potential employment/job placement counseling at the Multi-Service Center is intended to reduce unemployment, which would be a potential benefit of the proposed project.</p>
Demographic Character Changes, Displacement	1	<p>According to the U.S. Census, Anaheim had a population of 328,014 in 2000 and accounted for nearly 12% of Orange County's total population. This was an increase of 61,608 people (23%) since the 1990 Census. Anaheim is a leader in growth in both California and in the United States. Looking at Anaheim's past, this decade of growth is only surpassed numerically by the two decades between 1950 and 1970 when Anaheim grew from a small City of 14,500 to 166,700 and its total land area more than quadrupled. Between 1990 and 2000, Anaheim's growth rate was the highest among the ten largest cities in California and eighth highest among all cities nationally with a population over 300,000.</p> <p>Anaheim has experienced significant changes in terms of community composition over the past several decades. Although no one racial or ethnic group makes up more than 50% of the population in the City, increases in the number of Hispanics, in particular, have occurred over the last several decades. Anaheim has the second largest Hispanic population in the County (behind Santa Ana), as well as the largest African American population in the County. In addition, all racial and ethnic groups increased in population in Anaheim, except the non-Hispanic White population, which experienced a decrease of 22% since the 1990 Census.</p>

		<p>Anaheim has a younger median age (30.3) than the County (33.3), State (33.3) and Nation (35.3). The senior population, aged 65 and older, increased 20% from 22,292 to 26,773 between 1990 and 2000. Though the proportion of the senior population to total population was less in 2000 (8.2%) than in 1990 (8.4%).</p> <p>According to the 2000 Census, Anaheim's housing stock consisted of 99,719 dwelling units in 2000, an increase of 6,542 units since the 1990 Census. At that time, Anaheim had a vacancy rate of only 2.8%, suggesting a high demand for housing in the City. In 2000, half of the available housing units in the City were owner-occupied (48,514 units), while the other half of the housing units (48,455) were renter occupied. This represents a slight increase in owner-occupied units from 1990, when owner-occupied units represented 49% of total available units.</p> <p>The County of Orange is proposing to convert existing industrial/manufacturing buildings to accommodate a 200-bed Emergency Temporary Shelter and Multi-Service Center. Conversion of these structures would not result in and displacement of any residents and/or the elimination of any existing dwelling units with the City of Anaheim. The Emergency Temporary Shelter and Multi-Service Center would provide temporary for homeless individuals and families for up to six months and would also provide a variety of social services, including job counseling, drug and alcohol treatment, mental health treatment, etc., in order to address homelessness in Orange County. No significant changes in the demographic character would occur as a result of project implementation; no significant impacts will result. Rather, it is anticipated that a potential reduction on homelessness and unemployment may occur, which would be a beneficial effect.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	<p>The project site is located within the boundaries of the Placentia-Yorba Linda Unified School District (P-YLUSD). The P-YLUSD operates 34 schools in the District boundaries, of which 5 schools are in the City of Anaheim. The project site is located within the attendance boundaries of Rio Vista Elementary School, Valdez Middle School, and Valencia High School. These schools are currently not experiencing overcrowding. According to the P-LYUSD, there is no plan to expand any of the listed schools.<sup>11</sup></p> <p>Implementation of the proposed project could generate new students within the P-YLUSD boundaries and increase the demand for school facilities for P-YLUSD. Although the P-YLUSD has identified student generation rates for residential development to estimate future enrollment projections, no such rate is available for the proposed land use. Although no dedicated residential development is proposed, the emergency temporary shelter is intended to accommodate families as well as individual adults. As a result, it is possible that a limited number of school-age children could be generated within the P-</p>

<sup>11</sup>Mr. Rick Guaderrama, Executive Director; Maintenance, Facilities & Construction; Placentia-Yorba Linda Unified School District.; letter dated September 28, 2015.

		<p>YLUSD if the project is implemented. The K-12 student generation rate for the P-YLUSD is 0.4871 student/dwelling unit, including 0.1998 for elementary school, 0.1156 for middle school, and 0.1717 for high school.<sup>12</sup> However, the number of school-age children anticipated to occupy the proposed emergency temporary shelter would be expected to be small. Furthermore, because the maximum stay at the emergency temporary shelter is 180 days, it is unlikely that the proposed project would generate a significant number of school-age students. The District has indicated that additional student housing may be required, depending on the actual student generation; however, it is not possible to accurately assess the need for additional resources or the impact on District facilities, services and/or programs.<sup>13</sup> Nonetheless, based on the temporary nature of the occupancy at the emergency temporary shelter, potential impacts are expected to be less than significant.</p> <p>The Emergency Temporary Shelter and Multi-Service Center would also provide some on-site educational services to the temporary residents. These services may include: life skills classes and workshops; indoor and outdoor recreational activities, including exercise classes; and access to on-site computer lab and study area.</p>
Commercial Facilities	2	Project implementation will result in the conversion of existing industrial/manufacturing buildings to an Emergency Temporary Shelter. There would be no adverse effect on existing commercial facilities in the project area.
Health Care and Social Services	1	The proposed project would provide emergency temporary shelter for homeless in the central part of Orange County. In addition to providing the temporary shelter for the homeless, the project may also include crisis evaluation (mental health) a health clinic; drug and alcohol treatment (on- and off-site); substance abuse treatment (on- and off-site); mental health treatment (on- and off-site); information and referral services (on- and off-site); homeless prevention/diversion assistance; crisis evaluation (including a referral plan); services for children; and employment/job placement. Provision of these and other health care and social services would result in a potential benefit to the County.
Solid Waste Disposal / Recycling	2	Solid waste landfill capacity is provided to the City of Anaheim by the County of Orange, OC Waste & Recycling (OC Recycling). Orange County owns and operates three active landfills: Olinda Alpha Landfill in Brea; Frank R. Bowerman Landfill in Irvine; and Prima Deshecha Landfill in San Juan Capistrano. The combined capacity of the County's three landfills is over 360 million cubic yards (mcy). The waste generated by the City of Anaheim is taken to the Olinda Alpha Landfill. The Olinda Alpha Landfill accepts a maximum daily permitted tonnage of 8,000 tons per day and is currently receiving a daily average of approximately 6,000 tons per day. The landfill has an estimated remaining capacity of approximately 43.9 million cubic yards, as of June 30, 2013. This facility is scheduled to close in 2030. Once the landfill closes, solid waste landfill capacity would continue to be provided by OC Recycling, with disposal occurring at the Bowerman Landfill, which is permitted to accept up to 11,500 tons of solid waste per day and currently receives an average of approximately 5,500 tons of solid waste per day. It has an estimated remaining capacity of 192.3 million cubic yards, as of June 30, 2013, with closure

<sup>12</sup>Ibid.

<sup>13</sup>Ibid.

		<p>estimated to occur in 2053. To ensure that the maximum permitted daily tonnage at a particular landfill is not exceeded, waste haulers are subject to diversion to another OC Recycling landfill or one of the transfer stations throughout the county.</p> <p>The existing manufacturing use encompasses 24,384 square feet of floor area. Based on the solid waste generation rate of 1.42 pounds per 100 square feet of floor area,<sup>14</sup> the existing use generates approximately 350 pounds of solid waste per day. There are no solid waste generation rates for the proposed emergency temporary shelter. However, this quasi-residential land use proposes to accommodate 200 beds/individuals, including families. Therefore, the estimated potential solid waste generation, is based on the 200 individuals and approximately 50 employees (full- and part-time) and volunteers as “households” using the City’s average household size of 3.04 persons. As a result, conversion of the existing manufacturing use to the proposed emergency temporary shelter would increase the service demands for solid waste disposal beyond existing conditions. The nearly 250 temporary residents, employees and volunteers would generate approximately 1,005 pounds of refuse per day,<sup>15</sup> compared to the estimated 350 pounds per day for the existing manufacturing use.</p> <p>Assembly Bill 939 (AB 939) requires every California city and county to divert 50 percent of its waste from landfills. In accordance with AB 939, the City of Anaheim has achieved steady gains in its diversion rate of solid waste from landfills through conservation, recycling, and composting. The City exceeded the AB 939 50 percent goal with a 65 percent diversion rate in 2012.</p> <p>As part of AB 32, the Global Warming Solutions Act, the State of California has included a mandatory commercial recycling regulation (AB 341), requiring all cities and counties in California to establish and implement a commercial recycling program by July 1, 2012. Assembly Bill 341 expands AB 939 by requiring California commercial enterprises and public entities that generate four or more cubic yards per week of solid waste, and multi-family housing complexes with five or more units, to subscribe to recycling service and establishing a new statewide goal of source reducing, recycling, or composting 75 percent by the year 2020.</p>
Waste Water / Sanitary Sewers	2	<p>Wastewater flows by gravity from the City sewer system to OCSD’s trunk and interceptor sewers, and then to regional treatment and disposal facilities. Sewer flows from the Project Area are conveyed via the City and OCSD trunk sewer facilities to OCSD Plant No. 1 for treatment. Plant No. 1 is located at 10844 Ellis Avenue in the City of Fountain Valley, about four miles northeast of the ocean. The plant receives wastewater from six major truck sewer pipes and provides advanced primary and secondary treatment. The combined maximum secondary treatment capacity of both Plant No. 1 and Plant No. 2 is 332 million gallons per day (mgd); these facilities currently operate with an average daily influent of 199 mgd. There are no plans for expansion of the treatment capacity of either plant. It is anticipated that the proposed project would result in an increase in raw sewage that would contribute</p>

<sup>14</sup>OC Waste & Recycling.

<sup>15</sup>Based on 3.04 persons per household (Anaheim 2014-2021 Housing Element) and a solid waste generation rate of 12.23 lbs/household (OC Waste & Recycling).

		<p>incrementally to the total raw sewage generated within the City of Anaheim. However, the raw sewage generated by the proposed project is typical of municipal sewage and would not require a greater level of treatment than that currently provided by the OCSD at Plant No. 1. As a result, the project-related increase in raw sewage would not result in an exceedance in the wastewater discharge requirements. Moreover, development is required to comply with the State Water Resources Control Board (SWRCB) Order No. 2006-0003-DWQ, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems, so that the proposed project does not result in a discharge of untreated or partially treated wastewater. As a result, the potential impact would be less than significant; no mitigation measures are required.</p> <p>The City's local sanitary sewer collection system serves the project vicinity and is tributary to the Orange County Sanitation District (OCSD). The OCSD service area comprises 480 square miles of northern and central Orange County. OCSD operates 579 miles of sewer lines, 15 offsite pumping stations, 2 regional wastewater treatment plants, and an ocean disposal system. Project implementation would result in the conversion of the existing 23,454 square foot industrial/manufacturing building to a 200-bed emergency temporary shelter and multi-service center. At the present time, it is estimated that the existing manufacturing use generates approximately 4,230 gallons per day (gpd) of raw sewage (influent) based on a generation rate of 180 gpd per 1,000 square feet of floor area<sup>16</sup> that is conveyed to Plant No. 1 for secondary treatment. Once implemented, it is anticipated that the 200-bed emergency temporary shelter could generate as much as 20,000 gpd of raw sewage, based on a sewage generation rate of 100 gallons per capita,<sup>17</sup> resulting in an increase of approximately 15,770 gpd when compared to the existing manufacturing use on the property. Sewer flows from the Project Area would be conveyed to OCSD Plant No. 1 at 10844 Ellis Avenue in the City of Fountain Valley for treatment. Plant No. 1 receives wastewater from six major truck sewer pipes and provides advanced primary and secondary treatment. As previously indicated, the combined maximum secondary treatment capacity of both Plant 1 and Plant 2 is 332 mgd, and the plants currently operate with an average daily influent of 199 mgd. There are no plans for expansion of the treatment capacity of either plant. The additional 0.02 million gallons per day (mgd) increase represents only a small fractional increase to the average daily influent of 199 mgd. The project site is already developed with a manufacturing use, and it is anticipated that any conversion and/or modifications to either the existing use or the existing structure would not exceed the requirements of the Santa Anan Regional Water Quality Control Board (RWQCB). No significant impacts are anticipated. Based on the current project scope, there are no existing or buildout deficiencies in the City's sewer system.</p>
Water Supply	2	<p>The City's water supply in fiscal year 2012-13 was about 68 percent groundwater and 32 percent imported water. In addition, the City used a small amount of recycled water (i.e., about 0.1 percent of its total supply). Based on the City's water demand factor of 3,000 gallons per acre for industrial/manufacturing uses, the existing manufacturing use</p>

<sup>17</sup>Combined East Anaheim Area Master Plan of Sanitary Sewers (CEAAMPSS) used a sewage generation rate of 100 gallons per capita; December 2005.

	<p>creates a domestic water demand of 5,610 gpd. As indicated above for sewer generation, a specific domestic water demand factor for the proposed use does not exist. Conversion of the existing manufacturing use to the emergency temporary shelter and multi-service center would create a demand for approximately 24,670 gallons per day based on the multiple-family residential demand factor of 300 gallons/dwelling unit,<sup>18</sup> resulting in an increase of approximately 20,000 gallons per day.</p> <p>As indicated above, the demand for the proposed emergency temporary shelter is anticipated to be higher than the existing manufacturing use. The City's 2010 Urban Water Management Plan (UWMP) was adopted in June 2011 and included a City-wide projection for 2015 of 72,400 acre feet per year (afy). The Orange County Water District (OCWD) has completed the expansion of its Groundwater Replenishment System (GWRS) from 75 to 100 million gallons per day. In addition, recent state-wide drought-related actions have been imposed to further reduce domestic water demand throughout California. One such action in response to Executive Order (EO) B-29-15, the State Water Resources Control Board was directed to impose restrictions to achieve a 25 percent reduction in potable water use. The City of Anaheim's was included in the 20 percent reduction. After the first month of official reporting (June 2015), the State reported that Anaheim's reduction was 24.7 percent, which exceeded the reduction requirement.</p> <p>In May 2015, the City adopted Ordinance No. 6332 amending Chapter 10.18 of the Municipal Code in response to the State Water Resources Control Board's emergency regulations. The Ordinance specifies voluntary and mandatory water conservation measures that can be implemented depending on the level of water shortage. In addition to the water reduction measures identified in the City of Anaheim Ordinance No. 6332, the proposed project shall not be permitted to use potable water in the following manner as long as the State Water Resources Control Board's emergency regulations are in place:</p> <ul style="list-style-type: none"> <li>▪ To water outdoor landscaping that causes excess runoff off-site;</li> <li>▪ To wash cars with a hose unless the hose is fitted with a shut-off nozzle;</li> <li>▪ To wash driveways and sidewalks;</li> <li>▪ To use water in a fountain or other water features unless the water is part of a recirculating system; and</li> <li>▪ To water outdoor landscaping between the hours of 9:00 a.m. and 6:00 p.m. (except spot watering or for irrigation maintenance.</li> <li>▪ To irrigate during and 48 hours following measurable rain.</li> <li>▪ Must promptly repair all leaks from indoor and outdoor plumbing.</li> </ul> <p>Although it is anticipated that the proposed project would create a demand for additional water when compared to the existing land use, voluntary and mandatory measures intended to reduced water demand as well as the reduction in overall demand City-wide will ensure that potential project demand can be accommodated. The proposed project must comply with all applicant water reduction measures. Therefore, potential impacts are anticipated to be less than significant.</p>
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<sup>18</sup> 250 individuals (including temporary residents, employees and volunteers) equate to approximately 82 households x 180 gpd/du).

<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>3</p>	<p style="text-align: center;">Fire Protection</p> <p>Fire protection within the City is provided by the City of Anaheim Fire &amp; Rescue, which currently has a staff of 275 full time employees, including 208 sworn positions. The existing staffing ratio is 0.58 per 1,000 residents. According to the Fire Chief, the current staffing is adequate to provide an adequate level of fire protection in the City. Anaheim Fire &amp; Rescue, which maintains both automatic and mutual aid agreements with all jurisdictions within Orange County, is a signator to the State Mutual Aid Response System. The provision of fire protection in the City is based on a system of fire “districts, which are built upon the closest fire station/unit to respond to a specific geographic section of the City. Station 5, located at 1154 North Kraemer Boulevard, in the nearest fire station to the project site and is the first responding station. This station houses one engine that is staffed by four persons, including two who are paramedics. In addition to the fire engine, Station 5 also houses a 2-person basic life support ambulance. The station is staffed 24 hours a day, seven days a week. The response time to an emergency at the project location is less than two minutes, which exceeds the City’s benchmark for the first arriving unit. Secondary response to an emergency at the proposed emergency temporary shelter is provided by Station 8, which houses an engine company and a truck company, each staffed with four personnel and a Battalion Chief.</p> <p>Implementation of the proposed project would result in a potential “risk” that is considered to be similar to other related types of facilities existing in the City of Anaheim. According to the Fire Chief, the proposed project would not be expected to pose any unreasonable risk as long as the emergency temporary shelter and multi-service center complies with current building code requirements.<sup>19</sup> Although the department anticipates an increase in 911 medical-related calls, if provisions for on-site health care are included, the number of such calls could be reduced. Although plans for the project would comply with the Uniform Fire Code and all City-required improvements, plans will be submitted to the Anaheim Fire Department for evaluation prior to issuance of the certificate of occupancy to determine if additional fire prevention and life features are required. Compliance with the following standard conditions will ensure that potential impacts are less than significant.</p> <p>F-1 The proposed project shall comply with the Uniform Fire Code and City of Anaheim requirements for fire protection.</p> <p>F-2 Prior to the issuance of the certificate of occupancy, improvements plans shall be submitted to the City of Anaheim Fire &amp; Rescue for review and approval. If required by Anaheim Fire &amp; Rescue, the County shall implement any additional fire prevention and life safety measures as determined necessary.</p> <p style="text-align: center;">Police Protection</p> <p>Police protection and law enforcement services in the project area are provided by the Anaheim Police Department (APD). At the present</p>
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<sup>19</sup>Randy Bruegman, Fire Chief; City of Anaheim Fire & Rescue; Memorandum dated June 29, 2015.

	<p>time the APD employs 374 sworn office positions, which results in a ratio of approximately 1.1 (sworn) officers per 1,000 population. Under current conditions within the project area, the APD has sufficient resources to provide an adequate level of service in the area.<sup>20</sup> The APD provides police services to the residents, visitors and businesses of Anaheim across four geographical policing Districts, including the East, West, Central and South Districts). The APD Communications Center handles all incoming calls (emergency 911 and non-emergency), and dispatches all calls for service and other police activity from police headquarters located in downtown Anaheim. The APD maintains four stations within the City, including:</p> <ol style="list-style-type: none"> <li>1. Police Headquarters 425 South Harbor Boulevard</li> <li>2. East Substation 8201 East Santa Ana Canyon Road</li> <li>3. West Substation 320 South Beach Boulevard</li> <li>4. South Substation 1520 South Disneyland Drive</li> </ol> <p>The Police Heliport, home of the Department’s Air Support Bureau and aircraft fleet is located at the Fullerton Municipal Airport at 4011 West Commonwealth Avenue in Fullerton. In addition to the APD law enforcement resources, Orange County law enforcement agencies have a voluntary mutual aid agreement, which calls for the voluntary sharing of personnel and resources when an agency cannot deploy sufficiently its own resources to respond to a major event or unusual circumstance. The City of Anaheim participates in this mutual aid agreement.</p> <p>APD Patrol units are deployed to beats within the four Districts throughout the City and, depending on the priority type of the particular call, those units respond to calls for service based on their physical location relative to the call, as well as their assigned area. The number of police officers within each District varies based on the volume of calls and time of day. Patrol officers from any District with the City can be called upon to respond to calls for service in another District as necessary, depending on volume and priority type of the calls. While response times for the specific project area are not tracked by the APD, average response times to Priority One (i.e., highest priority) calls in the broader geographic District in which the site is located is 8 minutes and 22 seconds, which meets the established City goal. Although this goal is met, the APD’s primary mission is responding to emergencies in progress and the Department continues to strive to lower response times.</p> <p>Based on statistics collected for Part 1 and Part 2 crimes occurring in around the project area, including the geographical area surrounding the project site (i.e., La Palma Avenue on the north, SR-91 on the south, White Star Street on the West, and Kraemer Place on the east, a total of</p>
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<sup>20</sup>Raul Quezada, Chief of Police; Proposed Kraemer Place Year Round Emergency Shelter Police Service Questionnaire – Anaheim Police Department; July 10, 2015.

	<p>16 Part 1 crimes consisting of aggravated assaults, burglaries, thefts, and stolen vehicles were reported. A total of 25 Part 2 crimes were also reported, consisting of simple assaults, fraud, vandalism, sex offenses and other crimes. The statistics compiled for the project area are below the City-wide average for Part 1 and Part 2 crimes.</p> <p>The APD does not have any statistical information related to the types of crimes associated with emergency shelters such as that proposed by the County. Furthermore, without knowing specific details concerning the operational plan of the facility, programs offered and other design factors, it is difficult to predict with certainty the impacts that a year-round temporary/emergency facility and multi-service center on the subject property would pose to law enforcement. Although an operational plan has not been developed, based on the size, capacity, clientele and nature of the proposed emergency temporary shelter, it is anticipated that project implementation would likely lead to an increase in calls for service at the site and in the surrounding community.<sup>21</sup> It may be expected that incidents requiring a police/law enforcement response would include but not be limited to disturbances, fights, public nuisance violations, medical aids, alcohol/drug violations, illegal parking and mental health calls. The normal procedure for responding to citizen calls for police service is to dispatch the nearest two patrol officers to respond to the incident. The continual coming and going of a large number of people, many of whom are marginalized and may be suffering from drug dependency and alcoholism would result in greater opportunities for crimes to be committed. Additionally, a draw on resources due to the anticipated increase in police calls for service to the project site and in the surrounding area would also impact the police service delivery in other parts of the City. Officers dispatched to calls for service associated with the proposed emergency temporary shelter would reduce the number of available officers on patrol in other portions of the City.</p> <p>In order to reduce and minimize the potential for crime that may occur as a result of the proposed emergency temporary shelter and multi-service center, several options intended to provide a secure environment at the emergency temporary shelter are available and minimize potential crime and related problems. These potential measures include but are not limited to providing security guards both at the drop-off and pick-up locations and the at the emergency temporary shelter, fingerprinting of all clients, separate ingress/egress for families with children, and other measures that will facilitate a safe environment at the emergency temporary shelter. While these measures offer a varied level of effectiveness in crime prevention and reduction, the APD will continue to research and evaluate what measures will have the greatest impact on reducing potential increases in crime resulting from the proposed project. MM 14-3 below requires the preparation of a Security Plan prior to the opening of the emergency temporary shelter.</p> <p>As described in the Draft Year Round Emergency Shelter and Multi-Service Center Management and Operations Plan, the Shelter Operator will be responsible for following policies and procedures that promote</p>
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<sup>21</sup> Raul Quezada, Chief of Police; Proposed Kraemer Place Year Round Emergency Shelter Police Service Questionnaire – Anaheim Police Department; July 10, 2015.

	<p>the greatest degree of safety for temporary residents, staff, volunteers, and the community and will strive to provide an atmosphere that promotes community, stays alert for signs of conflict, and confronts behaviors before they escalate. The security plan will include a multi-faceted approach involving screening for sex offenders and felons with open warrants, secured and separate entrances for adults and families, security searches upon entrance, confiscation of harmful contraband, trained security personnel providing around-the-clock indoor and outdoor coverage, security alarms, cameras and lighting. Other program elements that will support security efforts include no walk ups and no loitering policies.</p> <p>In addition, the Shelter Operator is will communicate and work collaboratively with the City's police and fire departments through all stages of program implementation, including from facility design to program execution. The Shelter Operator would also be responsible for minimizing the shelter's impact on the local police and fire departments by ensuring that staff and security are trained to properly manage and respond to an array of difficult situations that may occur at shelter. The array of services and support that will be beneficial to local police and fire departments would include, but will not be limited, to:</p> <ul style="list-style-type: none"><li>Security Officers stationed both on-site and at bus/shuttle locations;</li><li>On-site Medical facilities to respond to medical needs of the temporary residents;</li><li>Creation of an on-site police substation, if desired;</li><li>Designated beds reserved each night for law enforcement referrals;</li><li>Staff Neighbor Patrol will monitor surrounding area to control issues of loitering, abandoned property, and other blight;</li><li>Training opportunities on mental illness, homeless sensitivity or other topics of interest to supplement existing department trainings;</li><li>Direct referral access to the Coordinated Entry system to assist local law enforcement officers connect homeless individuals with housing opportunities;</li></ul> <p>Current trends and calls for services indicate that neighboring parks and school playgrounds may expect an increase in transient/homeless activity during daytime and evening hours. Homeless individuals often spend significant time frequenting City parks in Anaheim. Due to the specific impacts currently experienced in parks throughout the City related to homelessness, the APD's full-time Homeless Outreach Officers spend the majority of their time addressing crime, problems and calls for service in the parks, not including the time spent addressing the problems in parks by Patrol, Community Policing and other specialized units within the APD.</p> <p>While every incident requiring police involvement is unique and is characterized by its own complexities, the APD Problem Oriented Policing approach aims to identify long-term solutions to problems to prevent their reoccurrence. The County has worked cooperatively with the Anaheim Police Department to address law enforcement and security concerns expressed by that agency as well as concerns posed by the Placentia and Orange Police Departments regarding security including but not limited to security screening, transportation to and from the facility (e.g., pick-up and drop-off locations), monthly meeting with local law enforcement agencies, etc.). As a result of</p>
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		meetings involving those law enforcement agencies, the MOP has been revised to reflect changes addressing the agencies' concerns and to ensure that potential law enforcement impacts are reduced to a less than significant level.
Parks, Open Space and Recreation	2	The Anaheim Community Services Department is the City department responsible for providing parks and recreational facilities within Anaheim, including the project area. The City's park standard is 2 acres per 1,000. At this time the City is approximately 8 acres under the standard; however, with the parks planned within the next 3 years, the City will meet the standard. At the present time, no public parks are located in the immediate vicinity of the project site, which is located in a heavily developed industrial area. However, the City operates and maintains four parks within four miles of the project site, including: Rio Vista Park, 301 Park Vista Street (approximately 2 miles away), Anaheim Coves, 962 South Rio Vista Street (approximately 2.8 miles away), Pioneer Park, 2565 Underhill Ave (approximately 3.5 miles away), and Miraloma Park and Family Resource Center, 2600 East Miraloma Way (approximately 3.8 miles away). In addition, a riding and hiking trail, which extends along the north side of the Santa Ana River, is located south of the SR-91 Freeway. In addition to the parks in Anaheim and the Santa Ana River Trail, three parks in the City of Orange also exist near the project area. Olive Park, Eisenhower Park, and Steve Ambriz Memorial Park are located within two miles of the project site. As indicated previously, the proposed emergency temporary shelter would accommodate up to 200 individuals, including families for up to 180 consecutive days during the year who may utilize one or more of the City's public parks. While it is unlikely that temporary residents of the emergency temporary shelter would utilize the parks identified above on a regular basis, the parks in question are capable to absorb additional park visitors and users. <sup>22</sup> Because it is anticipated that project implementation would not significantly impact parks in the City of Anaheim, it is also expected that the proposed project would not cause significant impacts to parks within the City of Orange. Furthermore, it is speculative to assume that the location of the Year-Round Emergency Temporary Shelter at the Kraemer Place location would directly or indirectly cause homeless individuals to congregate in nearby parks, either in Anaheim or Orange. Rather, it is probably that if the County provides shelter for 200 homeless individuals, the number of homeless seeking refuge in parks and other public facilities in the project area would decrease. There is no substantial evidence to suggest that providing temporary shelter for the homeless in Anaheim will produce an increased strain on parks in either Anaheim or an adjacent city. It is also not expected that project implementation would result in an increase in calls to the Orange Police Department since the Project is not located in that jurisdiction and police service calls from the Project will be directed to the City of Anaheim. Thus, no significant impacts would occur as a result of project implementation.
Transportation and Accessibility	2	A traffic impact analysis (TIA) was prepared to address the potential traffic impacts and circulation needs associated with the Kraemer Emergency Shelter Project. The TIA evaluated the existing operating conditions at four (4) key study intersections and two (2) key roadway segments within the project vicinity, estimates the trip generation

<sup>22</sup>Lawrence J. Pasco, Parks Manager, City of Anaheim; email correspondence dated June 29, 2015.

potential of the proposed Project, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified. The traffic report satisfies the City of Anaheim *Criteria for Preparation of Traffic Impact Studies* and is consistent with the requirements and procedures outlined in the most current *Congestion Management Program (CMP) for Orange County*. The TIA is included as Appendix E. Discussions with other public agencies revealed that in their experience, homeless individuals overwhelmingly do not have automobiles. Furthermore, privately-owned vehicles are not anticipated at the Kraemer Place Emergency Temporary Shelter and Multi-Service Center. Tables to which reference is made in the analysis below can be found in Appendix A.

#### Key Study Intersections

The principal local network of streets serving the site consists of Blue Gum Street, Kraemer Boulevard, Kraemer Place, La Palma Avenue, and Red Gum Street. As previously indicated, the 1.87 site is currently occupied by a manufacturing land use and generates approximately 93 vehicular trips per day, including 7 a.m. and 24 p.m. peak hour trips. The project area is also developed with a variety of predominantly industrial and retail commercial land uses that also generate traffic. Table 16-1 (refer to Appendix A) summarizes the existing intersection levels of service at the key study intersections in the project area. As indicated in that table, all of the intersections are currently operating at acceptable levels of service (i.e., LOS D or better) as prescribed by the City of Anaheim.

#### Key Roadway Segments

In addition to the four intersections, two roadway segments were also analyzed to determine their current operational characteristics. Table 16-2 in appendix A summarizes the existing service level calculations for La Palma Avenue east and west of Kraemer Place based on existing 24-hour traffic volumes and current roadway geometry. The arterial roadway criteria for the City of Anaheim involve the use of average daily traffic (ADT) volume to capacity (V/C) ratios. LOS C (V/C not to exceed 0.80) is the performance standard that has been adopted for the study area circulation system by the City of Anaheim. The table shows that both of the two key roadway segments currently operate at acceptable LOS A on a daily basis.

#### Project Traffic Generation

Table 16-3 in Appendix A summarizes the Project's trip generation forecast for a typical weekday. As shown in the table, the proposed Project (i.e. comprised of employees, volunteers and shuttle/deliveries/donations) is forecast to generate 142 daily trips, including 25 trips (23 inbound, 2 outbound) during the a.m. peak hour and 42 trips (10 inbound, 32 outbound) during the p.m. peak hour on a typical day. It is important to note that no automobile trips are associated with the temporary residents because access to and from the shelter will be provided by bus and/or shuttle provided by the shelter. As a result, the temporary residents at the emergency temporary shelter will not generate any additional vehicular traffic. Table 16-3 shows that

the existing trip generation potential of the existing industrial/manufacturing building totals 93 daily trips, with 18 trips (14 inbound, 4 outbound) generated in the a.m. peak hour and 18 trips (6 inbound, 12 outbound) occurring in the p.m. peak hour on a typical weekday. Based on the trip generation rates presented in Table 16-3, comparison of the trips generated by the proposed Project to the trip generation potential of the Existing Land Use shows that the proposed Project would result in an additional 49 weekday daily trips, including 7 more a.m. peak hour trips and 24 additional p.m. peak hour trips.

As indicated in the project description, new temporary residents and returning temporary residents will receive direct transportation to and from the shelter daily. Dates and times for daily pick-ups are outlined in the "Transportation Policies" in Appendix A. Primary access to the shelter will be provided by bus and/or shuttle transportation services. The Shelter Operator will work cooperatively with city and county officials, OCTA and other stakeholders to provide the most cost-effective means for providing transportation to and from the shelter. Additionally, stakeholders will work together to determine pickup locations. It is recommended that there be a minimum of three (3) designated pick up locations that provide ample geographic range for qualified guests seeking shelter services. The bus and/or shuttles will provide a pick-ups at 4:00 pm, transporting new and returning guests. Prospective new guests must be present at designated pickup locations at 4:00 pm or risk forfeiting their bed. A second bus and/or shuttle will provide pickups at 7:00 pm, transporting new guests on the daily waiting list and/or returning guests. Each morning, two bus and/or shuttle services will be provided for guests who desire to leave the shelter for employment and other personal appointments. Scheduled times will be at 6:00 am and 10:00 am.

Daily bus and/or shuttles will be provided to transport all screened guests to the Shelter site. Security guards will be staffed at each location to ensure only pre-screened guests with bed reservations receive transportation to the shelter. To avoid, long term loitering at the bus and/or shuttle pick up areas, guests may arrive at the bus and/or shuttle Stop fifteen (15) minutes before the Bus/Shuttle departure time. MM 16-1 requires the preparation of a traffic control system plan to ensure that adequate and timely transportation to and from the shelter is provided.

#### Existing Plus Project Traffic

##### Intersection Analysis

The peak hour levels of service at the four key study intersections are summarized in Table 16-4 (refer to Appendix A) for the "Existing With Project" traffic conditions. As indicated in the table, traffic associated with the proposed Project will not significantly impact any of the four key study intersections, when compared to the LOS standards and significant impact criteria specified by the City of Anaheim (i.e., LOS D). The four key study intersections currently operate and are forecast to continue to operate at an acceptable LOS C or better during the a.m. and p.m. peak hours with the addition of Project generated traffic to existing traffic.

		<p style="text-align: center;"><b>Roadway Segment Analysis</b></p> <p>Roadway segment levels of at the two key roadway segments for Existing With Project traffic conditions are presented in Table 16-5 in Appendix A. As indicated in the table, project-related traffic, when added to the existing traffic, will not significantly impact either of the two key roadway segments based on the City’s LOS standards and significant impact criteria. The two key roadway segments are forecast to continue to operate at an acceptable LOS A on a daily basis with the addition of Project generated traffic to existing traffic.</p> <p><b>Existing Plus Project Plus Cumulative Traffic (2016)</b></p> <p>The TIA also analyzed future traffic conditions (2016) to reflect future growth in the project area. A total of 13 projects are approved or planned in the Cities of Anaheim (4) Orange (7), and Placentia (2) that have either been built, but not yet fully occupied, or are being processed for approval. Traffic generated by the 13 cumulative projects have been included as part of the cumulative background traffic conditions in order to determine if traffic generated by the proposed project would result in a potentially significant cumulative impact at one or more of the key study intersections and/or roadway segments. A total of 17,799 trips per day, including 1,534 a.m. peak hour trips and 1,784 p.m. peak hour trips would be generated by the 13 cumulative projects. The traffic has been distributed over the circulation network, along with the project-related traffic in order to assess potential cumulative impacts. Because 2016 is the “buildout” year of the proposed project, the TIA evaluated 2016 traffic conditions that reflect existing traffic, traffic generated by the cumulative project, traffic associated with “ambient growth,”<sup>23</sup> and project-related traffic. The results of the key study intersection and roadway segment analyses are presented below.</p> <p style="text-align: center;"><b>Key Study Intersections</b></p> <p>An analysis of future (Year 2016) cumulative traffic conditions indicates that the addition of ambient traffic growth will adversely impact the Kraemer Boulevard/La Palma Avenue intersection, which is forecast to operate at unacceptable LOS E during the a.m. peak hour with the addition of ambient traffic growth and cumulative project traffic. The remaining three key study intersections are forecast to continue to operate at acceptable levels of service during both peak hours with the addition of ambient traffic growth and cumulative project traffic. As indicated in Table 16-6 (refer to Appendix A), traffic associated with the proposed Project will not significantly impact any of the 4 key study intersections based on the City’s LOS standards and significant impact criteria. Although the Kraemer Boulevard/La Palma Avenue intersection is forecast to operate at unacceptable LOS E (i.e.,</p>
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<sup>23</sup>For future traffic conditions, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. Consistent with prior traffic studies conducted in the City of Anaheim, the future growth in traffic volumes has been calculated at one percent (1.0%) per year. Applied to existing Year 2015 traffic volumes results in a one percent (1.0%) increase growth in existing volumes to horizon year 2016.

unacceptable level of service) during the a.m. peak hour with the addition of project traffic, the proposed Project is expected to add less than 0.010 to the ICU value and, therefore, would not contribute to the unacceptable level of service at the intersection. The remaining three key study intersections are forecast to continue to operate at an acceptable LOS B or better during both peak hours with the addition of project-generated traffic in the Year 2016. No significant impacts are anticipated to occur to any of the key study intersections as a result of project-related traffic; no mitigation measures are required.

#### Key Roadway Segments

Table 16-7 in Appendix A summarizes the roadway segment level of service results at the two key roadway segments for Year 2016 traffic conditions with the project. An analysis of future (Year 2016) cumulative traffic conditions indicates that the two (2) key roadway segments are forecast to continue to operate at acceptable levels of service on a daily basis. Review of information in Table 16-7 in Appendix A indicates that traffic associated with the proposed Project will not significantly impact either of the key roadway segments, when compared to the LOS standards and significant impact criteria specified by the City of Anaheim. The two key roadway segments are forecast to continue to operate at an acceptable LOS A on a daily basis with the addition of Project generated traffic in the Year 2016. No significant project-related impacts are anticipated to key roadway segments and no mitigation measures are required.

#### Emergency Access

Vehicular access to the project site is available from two locations. Access to the proposed Project will continue to be provided via the site's two existing driveways located along Kraemer Place; both driveways are proposed to be gated. The northerly driveway will provide emergency access only to the project site. The southerly driveway will provide access to the site for all employees, volunteers, shuttles and delivery trucks, and will provide access to the parking area that will serve the main entry to the building.

On-site circulation was also analyzed to assess the adequacy of turning maneuvers for various types of vehicles using turning templates to ensure that small service/delivery trucks (i.e. UPS, FedEx, and trash trucks), fire trucks and passenger vehicles could properly access and circulate through the Project site. A fire truck turning template and small truck (SU-30) turning template were utilized in the evaluation. Figures 10-1 and 10-2 in the TIA (refer to Appendix E) present the turning movements required of a small truck (SU-30) and a fire truck to circulate throughout the site, respectively. Based on the evaluation, the curb return radii for the project driveways on Kraemer Place appear to be adequate for both a small truck (SU-30) and a fire truck. However, both of these vehicles will have difficulty travelling through the gate at the southern driveway, if vehicles are parked in the parking stalls at the southern end of the site. Therefore, a detailed truck analysis shall be prepared prior to finalization of the conceptual project site plan to ensure adequate truck access and access by emergency vehicles to the

		site is provided. With the implementation of mitigation measure T 16-2, potential impacts would be less than significant.
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	The site has been significantly altered as a result of development. It is located in an urbanized area of Anaheim and does not support any unique natural features and/or water resources.
Vegetation, Wildlife	2	The subject site is devoid of native vegetation and habit and does not support any sensitive vegetation or wildlife. Development of the site with an industrial/manufacturing building resulted in the elimination of any native habitat and/or sensitive species.
Other Factors	2	No mineral or energy resources are located on the project site, which is developed with industrial/manufacturing buildings that will be converted to an Emergency Temporary Shelter and Multi-Service Center

**Additional Studies Performed:**

1. Traffic Impact Analysis
2. Noise Assessment
3. Health Risk Assessment
4. Phase I ESA and Addendum

**Field Inspection** (Date and completed by):

**List of Sources, Agencies and Persons Consulted** [40 CFR 1508.9(b)]:

**List of Permits Obtained:**

**Public Outreach** [24 CFR 50.23 & 58.43]:

To obtain community input on potential use of the site as a year round emergency temporary shelter and multi-service center, OC Community Services organized Community Forums which were held in June 2015 and September 2015, along with a Business Forum in November 2015. The June and September Forums were noticed to all residents and businesses within a mile radius of the Property and additional notifications were sent out through press releases, email distributions, and postings on the 1000 N. Kraemer Place website.

The June Community Forum was structured to solicit initial community input/comments on the proposed use of the Property as a year-round emergency temporary shelter and multi-service center. Six separate forum stations on Public Safety/Good Neighbor Policy, Transportation/Service Coordination, Commission to End Homelessness/Ten Year Plan to End Homelessness, Real Estate Due Diligence, Operator Selection, and Shelter Advisory Board were set-up

for the community to provide input. The written comments and verbal feedback received at the June Forum were used to shape the development of the Year-Round Emergency Temporary Shelter and Multi-Service Center Management, Operations and Public Safety Plan.

After the June Community Forum, public and private sector partners developed the Plan. Examples of partners supporting the development of the Plan include Mercy House, HomeAid Orange County, Human Options, Friendship Shelter, and OC Community Services staff. In addition, the Plan was developed collaboratively and with input from the City of Anaheim, Orange, Fullerton and Placentia Police Departments. All comments and requests for change received from the Police Departments were incorporated into the final Plan, which is a best practice model plan for use at any County year-round emergency temporary shelter and multi-service center.

At the September Community Forum, the Plan was presented by a panel consisting of staff from OC Community Services, the Anaheim Police Department, and Mercy House. Over 630 individuals attended the September Forum and time for public comment was allotted to give all interested attendees the opportunity to speak. Attendees were also given the opportunity to submit written comments for the record.

The subsequent Business Forum was held on November 6, 2015, with businesses near the Property. The goal of this meeting was to give businesses the opportunity to have a more focused discussion on the Plan. Additionally, the Commission to End Homelessness convened an Ad Hoc Committee on November 3, 2015, to discuss the Plan in relationship to Orange County's Continuum of Care System for the homeless.

#### **Cumulative Impact Analysis [24 CFR 58.32]:**

Due to the fact that the subject property has been substantially altered as a result of development that has occurred over the years, no native habitat or other important or sensitive species and/or cultural/scientific resources would occur. Furthermore, implementation of the proposed project would not result in significant cumulative impacts. In particular, incremental traffic, noise and air quality impacts would not exceed significance thresholds identified either by the County of Orange and City of Anaheim or other adjacent municipality and/or responsible agency in the project area. Implementation of the project will result in the conversion of the site from an industrial use to an institutional use (i.e., emergency temporary shelter). As a result of such land use conversion, it is anticipated that future traffic volumes associated with the proposed land use would increase by 49 trips per day (i.e., 142 daily trips versus 43 daily trips) when compared to the existing manufacturing use. However, no significant traffic impacts are anticipated. Project-related mobile-source and operational air pollutant emissions that contribute to the degradation of the ambient air quality would be less than significant. Although potential demands for public services and utilities could increase, public services agencies have indicated that the demands would not be significant with the incorporation of mitigation measures to ensure that police and fire protection/emergency response to the project site are adequate. The project would also not result in any significant noise levels that could affect the ambient noise levels in the project area based on the analysis presented in the preceding assessment of the project. All of the potential project-related impacts identified in the analysis will be reduced to a less than significant level with the incorporation of the mitigation measures. Project-related impacts would not contribute significant to the cumulative degradation of the environment. Therefore, the proposed Project does not have the potential to generate other project-related impacts that may be cumulatively considerable.

#### **Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]**

Finding a suitable location and developing a year-round emergency shelter and multi-service center is a goal of the Ten Year Plan to End Homelessness and its purpose is also to find an permanent alternative for the "temporary" emergency shelters in Santa Ana and Fullerton that are only open during the Winter months from about December 1 to sometime in April. The County of Orange site selection process included the evaluation of several sites individually rather than identifying and evaluating several options at the same time. The Kraemer Place property is the latest site of the sites that the County has considered during the site selection process.

Starting in year 2012, the County's County Executive Office CEO, Real Estate group started working with the Orange County Community Services (OCCS) branch of the Orange County Community Resources (OCCR) Agency, as well

as the Orange County Board of Supervisors for the purpose of seeking to identify real property sites that could be used to construct/develop a Year-Round Emergency Shelter and Multi-Service Center. Specifically, County staff sought to find sites that were located within a city's designated SB-2 Zone; however, staff was also open to looking at any suitable property for sale located within an industrial area and not near to either residential development or schools, even if a site was not in a designated SB-2 Zone. Several sites were identified, including a site in Fullerton, two sites in Anaheim, and several sites in Santa Ana. The site in Fullerton was not approved by the Fullerton City Council and the two sites in Anaheim were not considered further following the initial identification and discussion stage. County staff conducted extensive due diligence on one site in Santa Ana, on Normandy Place, which was fully supported by then Supervisor Janet Nguyen of the First District and the Santa Ana City Council; however, strong community opposition to the Normandy Place property caused the Santa Ana City Council to remove their support of the project.

**No Action Alternative [24 CFR 58.40(e)]:**

Implementation of the "No Action" alternative (i.e., no Emergency Temporary Shelter and Multi-Service Center) would not enable the County to achieve any of the project objectives intended to address homelessness in Orange County. Specifically, the "No Action" alternative would not result in the establishment of a Year Round Emergency Shelter Program (s) and Multi-Service Center(s) that would enable the County to meet critical needs amongst some of the most vulnerable people in our neighborhoods, while also addressing a pressing social issue that is deeply impacting local businesses and communities. For this reason, the "No Action" alternative was not selected by the County.

**Summary of Findings and Conclusions:**

The Proposed Action will involve rehabilitation of the industrial/manufacturing buildings on a 1.26-acre property in Anaheim California for the purpose of converting the existing structures into an Emergency Temporary Shelter and Multi-Service Center to serve the homeless population in Orange County. The Emergency Temporary Shelter would be designed to include up to 200 beds in order to accommodate homeless individuals and families for up to six months. Conversion of the existing buildings would entail interior remodeling, although some minor exterior modifications would also be required, including providing ADA access to the site and structures, installation of a sidewalk along Kraemer Place, construction of a sound wall, and improvements to provide outdoor recreation areas for the temporary residents. Although it is anticipated that project implementation would result in some potential impacts, modifications to the project design and the incorporation of mitigation measures identified below have been prescribed. Thus, implementation of the prescribed mitigation measures would avoid potentially significant impacts or reduce such impacts to a less than significant level.

On the basis of the findings of this EA and coordination with the appropriate agencies, it is our initial determination that implementation of the Proposed Action and mitigation measures described in this EA would not have any significant adverse impacts to the human or natural environment. All requirements of NEPA will be satisfied after the review period for the Environmental Assessment and Finding of No Significant Impact (FONSI).

**Mitigation Measures and Conditions [40 CFR 1505.2(c)]**

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

**Air Quality**

Prior to issuance of the building permit, the County Manager, Permit Services, shall review and approval electrical plans for high performance panel filters (ASHRAV Standard 52.2 MERV of 14) in the HVAC system.

Prior to issuance of use and the certificate of occupancy, the County Building Official shall ensure the building is installed with high performance panel filters (ASHRAE Standard 52.2 MERV of 14) in the HVAC system in accordance with the approved plan.

### **Hazards and Hazardous Materials**

Prior to the issuance of a demolition permit, an asbestos survey shall be conducted at each of the onsite structures. The asbestos survey must be overseen by a California-Certified Asbestos Consultant and be reviewed and approved by Orange County to the satisfaction of the California Department of Public Health and Department of Toxic Substances Control. The results of this survey should provide a description of the asbestos-containing materials, their locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal. A copy of the final survey shall be made available to the Construction Permit Inspector.

Prior to issuance of a demolition permit, onsite building structures shall be assessed for the possible presence of lead-based paint. This study must be conducted by trained and/or licensed professionals and be reviewed and approved by Orange County to the satisfaction of the California Department of Public Health and Department of Toxic Substances Control. The results of this study should provide a description of the lead-based paint locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal.

### **Noise**

Prior to the issuance of the building permit, the project improvement plan shall include a seven-foot wall plan to be reviewed and approved by the Manager, OC Permit Services.

Prior to the issuance of certificate of use and occupancy, a 7-foot high solid wall shall be constructed along the southern end of the grassy recreational area in accordance with the approved detailed plans in order to comply with the 65 dBA exterior noise level criterion. The wall must extend a distance of approximately 40 feet from the southeasterly building facade past the children's play area.

The applicant shall sound attenuate the structure against present and projected noise (which shall be the sum of all noise impacting the project) so that the composite interior standard of 45 dBA CNEL for habitable rooms and a source specific exterior standard of 65 dBA CNEL for outdoor living areas is not exceeded. The County shall provide a report prepared by a County-certified acoustical consultant, which demonstrates that these standards will be satisfied in a manner consistent with Zoning Code Section 7-9-137.5, as follows:

- A. Prior to the issuance of the certificate of occupancy, as determined by the Manager, Permit Services, the County shall submit an acoustical analysis report to the Manager, Permit Services for approval. The report shall describe in detail the exterior noise environment and preliminary mitigation measures. Acoustical design features to achieve interior noise standards may be included in the report in which case it may also satisfy "B" below.
- B. Prior to the issuance of the certificate of occupancy, the County shall submit an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards to the Manager, Permit Services for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report have been incorporated into the design of the project.
- C. Prior to the issuance of the certificate of occupancy, the County shall show all freestanding acoustical barriers on the project's plot plan illustrating height, location and construction in a manner meeting the approval of the Manager, Permit Services.

Except when the interior noise level exceeds the exterior noise level, the County shall sound attenuate all non-residential structures against the combined impact of all present and projected noise from exterior noise sources to meet the interior noise criteria as specified in the Noise Element and Land Use/Noise Compatibility Manual.

Prior to the issuance of the certificate of occupancy, the County shall submit to the Manager, Permit Services, an

acoustical analysis report prepared under the supervision of a County-certified acoustical consultant which describes in detail the exterior noise environment and the acoustical design features required to achieve the interior noise standard and which indicates that the sound attenuation measures specified have been incorporated into the design of the project.

## **Public Services**

The proposed project shall comply with the Uniform Fire Code and City of Anaheim requirements for fire protection.

Prior to the issuance of the certificate of occupancy, improvements plans shall be submitted to the City of Anaheim Fire & Rescue for review and approval. If required by Anaheim Fire & Rescue, the County shall implement any additional fire prevention and life safety measures as determined necessary.

Prior to the issuance of the Certificate of Use and Occupancy for the Kraemer Place Emergency Temporary Shelter and Multi-service Center, the shelter operator shall prepare a Security Plan in cooperation with the Anaheim Police Department and Orange County Sheriff Department (OCSD). Additional evaluation and assessment of potential design features following the principles of Crime Prevention Through Environmental Design (CPTED) shall be conducted to determine specific measures to be included in the Security Plan. The Security Plan, which may include but not be limited to the security options listed below as well as additional measures prescribed by the OCSD and/or APD, shall be subject to review and approval by the OCSD and Anaheim Police Department. The plan shall also be part of the overall Facility Operation Plan.

### **Security Guards:**

1. 2 Security (unarmed) Guards stationed at shelter pick-up and drop off locations.
2. 2 Security (unarmed) Guards stationed in and around each shelter.

### **Security Practices:**

1. All clients pass through a metal detector and security uses metal detector wands.
2. Personal items that are prohibited and may not be brought into the shelter include and are not limited to: drugs, alcohol, weapons and sharp objects, aerosols. All personal items are searched, and are limited to what can reasonably fit in a client's sleeping quarters (some exceptions apply). Cash/Jewelry is never to be accepted by staff or security, however, all medication is kept by security.
3. Clients entering the shelter will receive information, both written and verbal, regarding safety, health and security rules and regulations. All clients will be required to sign an agreement to abide by these rules and regulations.
4. All clients are fingerprinted and photographed by the Operator. Although preferred, clients do not need to have a Photo ID to be admitted to the shelter, although it is strongly recommended. Photo IDs specific to the shelter program will be provided for all clients. Clients will be required to carry their shelter issued identification throughout their stay at the shelter.
5. The license plate numbers of all client vehicles driven to the shelter will be recorded during the sign-in process. Clients who park their vehicles at the shelter must present up-to-date insurance and registration. Security personnel will include these vehicles in their exterior patrols.
6. Upon request, names of clients staying at the shelter will be shared with the City of Anaheim Police Department, City of Fullerton Police Department, the Orange County Probation Department and other law enforcement agencies for the purpose of conducting further compliance checks with existing list of registrants, warrants or other criminal activities, at the law enforcement agency and/or Orange County Probation Department discretion.

7. Police Departments, County Orange Probation, and other Law Enforcement Agencies may utilize information to make arrests as warranted and at their discretion.
8. No violence or criminal activity of any type will be tolerated in or around shelter property.
  - a. No use or possession of alcohol or drugs in or around the shelters will be allowed.
  - b. No weapons are permitted in or around shelter facilities.
  - c. Security personnel will also be stationed in and around the shelter.
9. The operator will maintain close collaboration Police Departments, County Orange Probation, and other Law Enforcement Agencies as necessary.

**Design of Facility:**

Families with children will use separate entrance (ingress and egress) and have completely separate facilities (bathrooms, common area, etc.).

**Public Safety Office:**

The facility shall contain a public safety office for non-exclusive use by the following public safety entities:

1. City of Anaheim Police Department
2. City of Fullerton Police Department
3. Orange County Probation Department
4. Security Personnel hired by Operator
5. Orange County Sheriff's Department

Prior to the opening of the proposed emergency temporary shelter and multi-service center, the Anaheim Police Department shall evaluate and assess different models and determine what resources, methods and strategies will be necessary to be implemented in order to ensure that the City's parks remain are not only safe but also available and accessible for their intended use. The APD shall implement specific measures identified in that assessment.

**Transportation/Traffic**

Prior to the issuance of certificates of use and occupancy, the Applicant/Operator shall design and submit a traffic control system plan for review and approval of the Manager, Permit Services. Said system shall include a staggered pick-up/delivery car-pool schedule, traffic directional signage, and specific instructions to residents/guests regarding prohibition of intrusion by driving or parking in adjacent neighborhoods during the delivery/pick-up period.

Prior to issuance of certificate of use and occupancy, the County shall prepare a detailed truck analysis to ensure that truck and emergency vehicle access is adequate. The detailed truck analysis report shall be submitted to the Anaheim Police Department and Anaheim Fire Department for review and approval prior to the certificate issuance.

**Utilities**

Prior to issuance of the certificate of use and occupancy permit, the project applicant shall prepare a written Solid Waste Management Plan for review and approval by the City of Anaheim that includes the following:

- Indicate trash enclosure location on the plan
- Provide details of trash enclosure
- Construct double enclosure per City specifications
- Provide on-site trash truck access. Hammerhead on-site turn-around required if no through access.
- Thirty-seven (37) foot turning radius to accommodate truck length (35 feet).
- Provide path of travel for trash truck
- Provide 14'6" vertical clearance

pick-up/delivery car-pool schedule, traffic directional signage, and specific instructions to residents/guests regarding prohibition of intrusion by driving or parking in adjacent neighborhoods during the delivery/pick-up period.

Prior to issuance of certificate of use and occupancy, the County shall prepare a detailed truck analysis to ensure that truck and emergency vehicle access is adequate. The detailed truck analysis report shall be submitted to the Anaheim Police Department and Anaheim Fire Department for review and approval prior to the certificate issuance.

**Utilities**

Prior to issuance of the certificate of use and occupancy permit, the project applicant shall prepare a written Solid Waste Management Plan for review and approval by the City of Anaheim that includes the following:

- Indicate trash enclosure location on the plan
- Provide details of trash enclosure
- Construct double enclosure per City specifications
- Provide on-site trash truck access. Hammerhead on-site turn-around required if no through access.
- Thirty-seven (37) foot turning radius to accommodate truck length (35 feet).
- Provide path of travel for trash truck
- Provide 14'6" vertical clearance

Law, Authority, or Factor	Mitigation Measure

**Determination:**

**Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]  
The project will not result in a significant impact on the quality of the human environment.

**Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]  
The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: February 22, 2016

Name/Title/Organization: Keeton K. Kreitzer, Principal/Keeton Kreitzer Consulting

Certifying Officer Signature:  Date: 2-19-16

Name/Title: John V. Davis, Mgr

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

## **Appendix A**

### **Traffic Analysis Tables**

**Table 16-1**

**Existing Intersection Levels of Service  
Kraemer Place Emergency Temporary Shelter**

<b>Key Study Intersection</b>	<b>Time Period</b>	<b>ICU/HCM<sup>1</sup></b>	<b>LOS</b>
Blue Gum Street/La Palma Avenue <sup>2</sup>	AM	0.395	A
	PM	0.513	A
Red Gum Street/La Palma Avenue <sup>2</sup>	AM	0.274	A
	PM	0.359	A
Kraemer Place/La Palma Avenue <sup>3</sup>	AM	11.2 s/v	B
	PM	13.2 s/v	B
Kraemer Boulevard/La Palma Avenue <sup>2</sup>	AM	0.645	B
	PM	0.701	C
<p><sup>1</sup>ICU Methodology used to evaluate signalized intersections; HCM Methodology used to analyze STOP-controlled intersections. <sup>2</sup>Signalized Intersection. <sup>3</sup>Boulevard STOP Intersection.</p> <p>s/v – seconds per vehicle</p> <p>SOURCE: Linscott, Law &amp; Greenspan Engineers, Inc. (August 2015)</p>			

**Table 16-2**

**Existing Roadway Segments Levels of Service  
Kraemer Place Emergency Temporary Shelter**

Key Roadway Segment	No. of Lanes	Arterial Class.	LOS E Capacity (VPD)	Existing Traffic Conditions		
				Daily Volume	V/C Ratio	LOS
La Palma Avenue west of Kraemer Avenue	6D	Major	56,300	25,617	0.455	A
La Palma Avenue east of Kraemer Avenue	5D	Primary	46,900	26,031	0.555	A

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 2015)

Table 16-3

**Trip Generation Rates and Forecast  
Kraemer Place Emergency Temporary Shelter**

ITE Land Use Code/ Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Trip Generation Factors</b>							
140: Manufacturing (TE/TSF)	3.82	0.57	0.16	0.73	0.26	0.47	0.73
<b>Generation Forecast – Proposed Project</b>							
Employees							
o Full-Time (4 employees)	16	4	0	4	0	4	4
o Part-Time (33 employees)	<u>66</u>	<u>17</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>16</u>	<u>16</u>
<i>Employees Sub-Total</i>	82	21	0	21	0	20	20
Volunteers							
o Morning (4 volunteers)	8	0	0	0	0	0	0
o Midday (10 volunteers)	20	0	0	0	0	10	10
o Evening (8 volunteers)	<u>16</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>
<i>Volunteers Sub-Total</i>	44	0	0	0	8	10	18
Shuttle/Deliveries/Donations							
o Shuttle	8	0	0	0	1	1	2
o Vendor Deliveries	2	1	1	2	0	0	0
o Community Donations	<u>6</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>
<i>Shuttle/Deliveries/Donations Sub-Total</i>	16	2	2	4	2	2	4
<b>Proposed Project Total (A)</b>	<b>142</b>	<b>23</b>	<b>2</b>	<b>25</b>	<b>10</b>	<b>32</b>	<b>42</b>
<b>Generation Forecast – Existing Manufacturing</b>							
Existing Manufacturing Use (23.484 TSF)	93	14	4	18	6	12	18
<b>Existing Land Use Total (B)</b>	<b>93</b>	<b>14</b>	<b>4</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>18</b>
<b>Net Trip Generation Forecast (A-B)</b>	<b>49</b>	<b>9</b>	<b>-2</b>	<b>7</b>	<b>4</b>	<b>20</b>	<b>24</b>
<p><sup>1</sup>Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are typically found in the 9th Edition of <i>Trip Generation</i>, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012] and/or <i>San Diego Traffic Generators</i>, published by San Diego Association of Governments (SANDAG). Since neither of the above reference manuals include trip rates specific to an “Emergency Shelter” Land Use, the trip generation potential for the proposed Project was developed based on the Project’s proposed operations as described in the Draft <i>Orange County Year Round Emergency Shelter Management and Operations Plan</i>, prepared by Mercy House Living Centers (dated August 14, 2015).</p> <p><sup>2</sup>The trip generation potential of the existing land use was estimated using ITE Land Use 140: Manufacturing trip rates.</p> <p>SOURCE: Linscott, Law &amp; Greenspan, Engineers (August 2015)  <i>Trip Generation</i>, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).  <i>Draft Orange County Year Round Emergency Shelter Management and Operations Plan</i>, prepared by Mercy House Living Centers, dated August 14, 2015.</p>							

**Table 16-4**

**Existing Plus Project Traffic Conditions – Intersection Analysis  
Kraemer Place Emergency Temporary Shelter**

Key Study Intersection	Time Period	Existing Traffic Conditions		Existing w/Project Traffic Conditions		Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	Increase	Y/N
Blue Gum Street/La Palma Avenue <sup>1</sup>	AM	0.395	A	0.395	A	0.000	N
	PM	0.513	A	0.514	A	0.000	N
Red Gum Street/La Palma Avenue <sup>1</sup>	AM	0.274	A	0.274	A	0.000	N
	PM	0.359	A	0.360	A	0.001	N
Kraemer Place/La Palma Avenue <sup>2</sup>	AM	11.2 s/v	B	11.2 s/v	B	0.0 s/v	N
	PM	13.2 s/v	B	13.2 s/v	B	0.0 s/v	N
Kraemer Boulevard/La Palma Avenue <sup>1</sup>	AM	0.645	B	0.645	B	0.000	N
	PM	0.701	C	0.707	C	0.006	N
<p><sup>1</sup>Signalized Intersection.  <sup>2</sup>Boulevard STOP Intersection.</p> <p>s/v – seconds per vehicle</p> <p>SOURCE: Linscott, Law &amp; Greenspan Engineers, Inc. (August 2015)</p>							

**Table 16-5**

**Existing Plus Project Traffic Conditions – Roadway Segment Analysis  
Kraemer Place Emergency Temporary Shelter**

Key Roadway Segment	LOS E Capacity	Existing Traffic Conditions			Existing Plus Project Traffic Conditions				
		Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Y/N
La Palma Avenue west of Kraemer Place	56,300	25,617	0.455	A	25,646	0.456	A	0.001	N
La Palma Avenue east of Kraemer Place	46,900	26,031	0.555	A	26,075	0.556	A	0.001	N

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 2015)

Table 16-6

Year 2016 Cumulative With Project Traffic – Intersection Analysis  
 Kraemer Place Emergency Temporary Shelter

Key Study Intersections	Time Period	Existing Traffic		2016 Plus Cumulative Traffic		2016 Plus Cumulative Plus Project Traffic		Significant Cumulative Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Y/N
Blue Gum Street/La Palma Avenue <sup>1</sup>	AM	0.395	A	0.407	A	0.407	A	0.000	N
	PM	0.513	A	0.544	A	0.546	A	0.002	N
Red Gum Street/La Palma Avenue <sup>1</sup>	AM	0.274	A	0.282	A	0.282	A	0.000	N
	PM	0.359	A	0.380	A	0.381	A	0.001	N
Kraemer Place/La Palma Avenue <sup>2</sup>	AM	11.2 s/v	B	11.4 s/v	B	11.4 s/v	B	0.0 s/v	N
	PM	13.2 s/v	B	13.9 s/v	B	14.0 s/v	B	0.1 s/v	N
Kraemer Boulevard/La Palma Avenue <sup>1</sup>	AM	0.645	B	<b>0.911</b>	<b>E</b>	<b>0.911</b>	<b>E</b>	0.000	N
	PM	0.701	C	0.892	D	0.898	D	0.006	N

<sup>1</sup>Signalized Intersection.  
<sup>2</sup>Boulevard STOP Intersection.

s/v – seconds per vehicle  
**BOLD** – unacceptable level of service

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 2015)

**Table 16-7**

**2016 Cumulative with Project Traffic – Roadway Segment Analysis  
Kraemer Place Emergency Temporary Shelter**

Key Roadway Segment	LOS E Capacity	Existing Plus Cumulative Traffic Conditions			Existing Plus Cumulative Plus Project Traffic Conditions				
		Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Increase	Y/N
La Palma Avenue west of Kraemer Place	56,300	27,151	0.482	A	27,180	0.483	A	0.001	N
La Palma Avenue east of Kraemer Place	46,900	27,569	0.588	A	27,613	0.589	A	0.001	N

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 2015)