

1. SUMMARY

Primary law enforcement service for the project site and the surrounding unincorporated Santa Clarita Valley area is provided by the County of Los Angeles Sheriff's Department (Sheriff Department), Santa Clarita Valley Station. The Sheriff Department also provides law enforcement services for the City of Santa Clarita on a contract basis. Additionally, the Department of California Highway Patrol (CHP) provides traffic regulation enforcement; emergency incident management; and service and assistance on Interstate 5 (I-5), State Route 126 (SR-126), State Route 14 (SR-14), and other major roadways in the unincorporated portions of the Santa Clarita Valley. The existing level of Sheriff Department protection service, without the proposed project, in the City of Santa Clarita is one deputy per 1,532 residents, which is below the desired level of one deputy per 1,000 residents. CHP protection service in the City of Santa Clarita is considered adequate.

Implementation of the proposed project would increase the demand for law enforcement and traffic-related services both on the project site and within the local vicinity in terms of the number of personnel and the amount of equipment needed to adequately serve the project site at buildout. Based on the Sheriff Department's standard deputy-to-resident ratio, the proposed project (including the residential overlay component) would require the services of four additional sworn Sheriff Department officers. Payment of the law enforcement facilities fees and new tax revenues would mitigate impacts to the Sheriff Department to a less-than-significant level. Thus, the proposed project would not contribute to any cumulatively considerable impacts to sheriff services.

The proposed project also would increase demands for CHP services in the project area. Through increased revenues generated by the proposed project (via motor vehicle registration and drivers license fees paid by new on-site residents and businesses), the project would generate more than sufficient funding for the additional staffing and equipment would needed to serve the project area, including future demands. This funding can and should be allocated to the CHP by the state CHP for the Santa Clarita Valley station to meet project demands. Therefore, project impacts to the CHP would be less than significant, and would not contribute to any cumulatively considerable impacts to CHP services.

Construction of the proposed project would increase both the incidence of petty crimes on the site and construction traffic on SR-14 and surrounding roadways, which may potentially delay emergency vehicles traveling through the area. However, by retaining the services of a private security company to patrol the project construction site, and by implementing a construction traffic control plan, any potentially significant construction-related impacts to law enforcement services would be reduced to a less-than-significant level.

Finally, new resident and daytime populations (employees and visitors) at the project site would be subject to the same potential hazards as existing City residents. It is expected that the City's Emergency Evacuation Plans will be amended periodically to provide for the safe evacuation of all City residents and employees. Therefore, no significant impacts would occur relative to emergency evacuation in the event of a natural or man-made disaster.

2. INTRODUCTION

The following analysis of police services is based on information provided by the Sheriff Department and CHP.

3. EXISTING CONDITIONS

a. Los Angeles County Sheriff Department

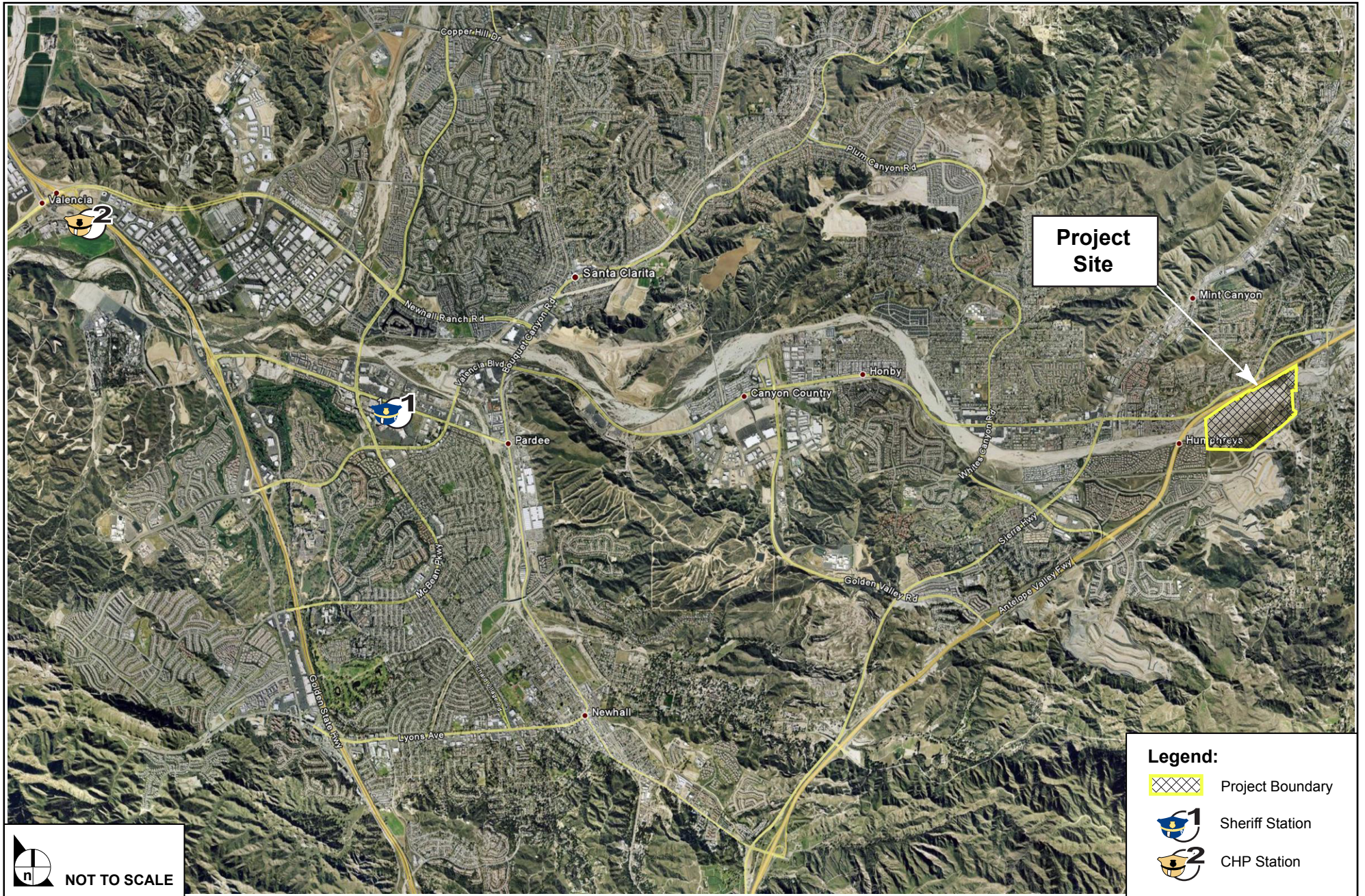
The Santa Clarita Valley Station of the Los Angeles County Sheriff Department is responsible for providing general law enforcement to the City of Santa Clarita under the provisions of a contract between the two agencies. The agreement between the City and Sheriff Department is renewable for successive periods of five years. While the contract is based on five-year service periods, the rates of service are readjusted by the County-Auditor-Controller annually on July 1 to reflect amendments to County salaries and employee benefits. The City of Santa Clarita allocated 13 percent (\$18,925,099) of its 2009–2010 annual operating budgets to law enforcement services.¹

As shown on **Figure 4.14-1, CHP and Sheriff Stations Locations**, the Santa Clarita Valley Station is located near the intersection of Magic Mountain Parkway and Valencia Boulevard, at 23740 Magic Mountain Parkway in Valencia, approximately seven to 8 miles from the project site.² The service area boundaries of the Santa Clarita Valley Station include the City of Santa Clarita and unincorporated County land between the Los Angeles City limits to the south, the Kern County line to the north, and all areas between the Ventura County line to the west and the township of Agua Dulce to the east.³

¹ City of Santa Clarita, *Budget for Fiscal Year 2009-2010*, Public Safety Budget Summary, p. 102.

² Jacques A. La Berge, County of Los Angeles Sheriff's Department Headquarters, Captain, Santa Clarita Valley Station, personal communication with Chris Graham, Impact Sciences, Inc. (January 13, 2009).

³ Jacques A. La Berge, personal communication with Chris Graham (January 13, 2009).



SOURCE: Google Earth - 2009, Impact Sciences, Inc. - January 2009

FIGURE 4.14-1

CHP and Sheriff Stations Locations

The Santa Clarita Valley Station maintains a staff of 171 sworn officers, and serves an area of 656 square miles and a population of approximately 252,000 residents.⁴ Equipment and services provided to the City through the Station include 24-hour designated County cars, helicopters, search and rescue, mounted posse, and emergency operation centers. The Sheriff Department staff has indicated that a deputy-to-resident ratio is one deputy per 1,000 residents is a desired level of service for its service area. Currently, the Santa Clarita Valley Station is operating at a service level of one deputy per every 1,532 residents and existing service level ratios are not at the desired level.⁵

The Sheriff Department also has established an optimal response time for its services of 10 minutes or less for emergency response incidents (i.e., a crime that is presently occurring and is a life or death situation); 20 minutes or less for priority (immediate) incidents (i.e., a crime or incident that is currently occurring but that is not a life or death situation); and, 60 minutes or less for routine (non-emergency) responses (i.e., a crime that has already occurred and is not a life or death situation). These response times represent the range of time required to handle a service call, which is measured from the time a call is received until the time a patrol car arrives at the incident scene. Response time is variable, particularly because the nearest responding patrol car may be located anywhere within the patrol area, and not necessarily responding from the station itself.

The Sheriff Department provides helicopter air support, search-and-rescue coordination, and the COBRA unit, which handles juvenile and gang-related crimes. Special programs offered in conjunction with community members and other organizations include the Anti-Gang Task Force, Citizens' Option for Public Safety (COPS) grants, drug education, the Family Violence Task Force, gang education, graffiti abatement, local law enforcement block grants, and emergency response programs. The Santa Clarita Valley Station also has an extensive off-road enforcement team that spends considerable time working complaint areas in the rural portions of the City's jurisdiction.

During their annual budget update in any given fiscal year, the City of Santa Clarita includes goals and programs for providing adequate protection services from the Sheriff Department. For example, the purpose of the Public Safety/Police Services Programs is to provide general law enforcement, traffic enforcement, crime prevention, and a variety of specialized services to the residents of the City of Santa Clarita. The primary activities include round-the-clock neighborhood patrol, traffic enforcement, accident investigation, detective functions, crime prevention, helicopter patrol, Success Through Awareness Resistance (STAR), special investigations, community policing services, and supplemental service during special City events.

⁴ Jacques A. La Berge, personal communication with Chris Graham (January 13, 2009).

⁵ Jacques A. La Berge, personal communication with Chris Graham (January 13, 2009).

The performance standards for the law enforcement services program, as outlined in the City's 2009–2010 budget, include the following:⁶

- Work to maintain neighborhoods and business communities free from the blight of graffiti.
- Partner with the City to combat gang related and juvenile crimes with recreational opportunities, intervention strategies, and traditional enforcement and make extensive use of the Teen Court and Community Court programs.
- Work to increase resident safety and awareness to prevent auto theft, car burglaries, and other crime.
- Reduce collisions through officer enforcement and use of the red light photo enforcement program.

b. California Highway Patrol

CHP provides traffic regulation enforcement for unincorporated portions of Santa Clarita Valley and surrounding areas from its Newhall Area Station located at 28648 The Old Road, near the I-5 and SR-126 interchange, approximately 9.5 miles to the west of the proposed project site (as shown above in **Figure 4.14-1**). The Newhall Area CHP Station patrols a service area of approximately 700 square miles, which includes I-5, SR-126, SR-14, and unincorporated areas and roadways. This service area extends westerly to the Ventura County line, east to Agua Dulce, north to SR-138 (and along SR-138 to Avenue 22 East), and south to SR-118.

The primary responsibility of CHP is to patrol state highways and County roadways in the previously identified service area, enforce traffic regulations, respond to traffic accidents, and provide service and assistance for disabled vehicles. The CHP also has a major role in the state's enhanced anti-terror activities. CHP's overall staffing level in the State of California is about 11,000 positions; uniformed (sworn) personnel account for approximately 7,600 positions, or 70 percent of total staff.⁷

In the Santa Clarita Valley area, CHP maintains a Mutual Aid Agreement with the Sheriff Department. The Newhall Area Station is staffed by 73 sworn officers and 9 civilian employees. The Los Angeles County and Orange County areas are served on a limited basis by a helicopter and fixed-wing aircraft based at Fullerton Airport. There are currently no plans to centrally base a helicopter to service the Los Angeles County Basin.

CHP does not use long-range planning documents to project future need within each service area. In addition, CHP does not maintain uniform staffing, equipment, or facility ratios/objectives to project future need within each service area. Rather, each station determines its own staffing allocation relative to

⁶ City of Santa Clarita, *Budget for Fiscal Year 2009-2010*, Public Safety Budget Summary, p. 102.

⁷ Legislative Analyst's Office, *Analysis of the 2008-2009 Budget Bill* (February 28, 2008).

the geographical needs within the station area's boundaries based on the service area's unique requirements and budget constraints. The Newhall Area Station reviews staffing allocation quarterly, and has indicated that its facilities and staffing are adequate to meet current demands in its service area.⁸

The primary funding source for CHP facilities and staffing is state motor vehicle registration and drivers license fees. CHP Headquarters in Sacramento determines the allocation of these fees to each service area. CHP does not receive or base its deployment on the revenues that may be generated within its service area; instead, CHP's long-range planning and future staffing needs are based on the needs of the entire state and budget constraints.

c. Law Enforcement Facilities Fees for North Los Angeles County

On June 24, 2008, the Los Angeles Board of Supervisors adopted law enforcement facilities fees for North Los Angeles County.⁹ This mitigation fee is for new residential, commercial, office, and industrial areas located within the unincorporated areas of North Los Angeles County known as Santa Clarita, Newhall, and Gorman (the law enforcement facilities fee zones).¹⁰ Each law enforcement facility area has a separate fee, and the amount of the fee is set at a level sufficient to provide, or contribute to, the provision of adequate law enforcement services that is in direct proportion to the population increases from new development that warrant or contribute to the need for a new facility.¹¹ In areas where a new facility is not required, the fees are used to augment existing service capacity through the purchase of equipment directly to serve the new population.

The amount of the fee established must be reviewed annually by the Sheriff Department, in consultation with the County Auditor-Controller.¹² Further, on July 1 of each year, the fee in each law enforcement facilities fee zone must be adjusted based on the Engineering News Record-Building Construction Cost Index. The related Capital Improvement Construction Plan setting forth the approximate location, size, time of availability, and estimates of cost for the facilities and improvements to be financed with the fee for the Santa Clarita and Newhall areas will be annually updated by the Board of Supervisors. The current fees for Zone 1 (Santa Clarita) follow below:

- Per single-family dwelling unit, \$467.00
- Per multi-family dwelling unit, \$337.00

⁸ Per information from The Master's College EIR: Telephone interview with Lieutenant Mark Odle, California Highway Patrol, Newhall Area Station (November 25, 2009).

⁹ L.A. County Code, ch. 22.74, Section 22.74.010 et seq.

¹⁰ L.A. County Code, ch. 22.74, Section 22.74.010.

¹¹ L.A. County Code, ch. 22.74, Section 22.74.030.

¹² L.A. County Code, ch. 22.74, Section 22.74.040.

- Per 1,000-square-foot commercial unit, \$ 69.00; or per square-foot of commercial space, \$0.07
- Per 1,000-square-foot office unit, \$87.00; or per square-foot of office space, \$0.09
- Per 1,000-square-foot industrial unit, \$35.00; or per square-foot of industrial space, \$0.03

The City of Santa Clarita adopted a comparable fee program on October 9, 2007 after finding that a law enforcement facilities impact fee is needed on parcels at the time of residential and non-residential development in order to mitigate the increased burden placed by such development on police protective services, safety, and general welfare.

The current fees for construction in the Santa Clarita Station Zone are as follows:

- Residential Single-Family \$467 (per residential unit)
- Residential Multi-Family \$337 (per residential unit)
- Nonresidential Commercial \$69 per 1,000 square feet or \$0.07 per square foot
- Nonresidential Office \$87 per 1,000 square feet or \$0.09 per square foot
- Nonresidential Industrial \$35 per 1,000 square feet or \$0.03 per square foot

d. City Emergency Response/Evacuation Plans

(1) Emergency Response/Preparedness Plans

In an emergency, local governments must provide emergency response services in addition to maintaining normal day-to-day services, to the extent possible. The California Code of Regulations establishes the standard response structure and basic procedures to be used by local governments for emergency response and recovery.

As required by state law, the City of Santa Clarita has adopted the California Standard Emergency Management System (SEMS) for managing response to multi-agency and multi-jurisdictional emergencies, and to facilitate communications and coordination among all levels of government and affected agencies within the City. The SEMS establishes organizational levels for managing emergencies, standardized emergency management methods, and standardized training for responders and managers. When fully activated, SEMS activities occur at five levels: field response, local government, operational areas (Countywide), mutual aid regions, and statewide.

The City's 2003 *Multihazard Functional Plan* addresses planned response to emergencies associated with natural disasters and technological incidents, including both peacetime and wartime. The plan addresses

response procedures for a major airplane crash, train derailment, truck incident, Metrolink incident or collision, civil unrest, terrorism, and nuclear attack. Emphasis is given to emergency planning; training of full-time, auxiliary and reserve personnel; public awareness and education; and, assuring the adequacy and availability of sufficient resources to cope with emergencies. The plan also identifies appropriate land use, design, and construction regulations to reduce losses from disasters. The City's SEMS addresses the following four phases of emergency response:

1. Preparedness phase, requiring increased readiness for emergency through preparation of emergency plans and procedures, providing information and training, inspection of critical facilities, recruitment of disaster personnel, mobilization of resources, and testing of systems.
2. Response phase, which may require evacuation of threatened populations, dissemination of public information about the disaster, coordination with other agencies, obtaining mutual aid, declaration of a Local Emergency, evaluation of damage, establishment of care and shelter operations, and restoration of vital services and utilities.
3. Recovery phase, which may include coordinating assistance programs and support priorities, rejoining affected families, providing essential services, restoring property, identifying residual hazards, mitigating future hazards, and recovering costs.
4. Mitigation phase, designed to mitigate impacts after the disaster through updating local ordinances and codes, upgrading structures, recovering costs, providing information and training, and revising land use plans as needed.

In 2006, the City of Santa Clarita adopted and implemented the National Incident Management System (NIMS) to comply with federal Department of Homeland Security requirements, based on Homeland Security Presidential Directive 5 (HSPD-5), Management of Domestic Incidents. HSPD-5 required the phased-in adoption and implementation of NIMS by state and local governments as a condition of receipt of federal preparedness funding, including Homeland Security grants. HSPD-5 requires all federal, state, local, and tribal jurisdictions to adopt NIMS and use it in their individual domestic incident management, emergency prevention, preparedness, response, recovery, and mitigation activities. NIMS does not replace SEMS, but is rather integrated into SEMS by emergency personnel. Because the federal government modeled NIMS after SEMS, the two systems use similar terminology and procedures, although NIMS also includes new requirements for reporting and qualifications.

The City of Santa Clarita serves as the Emergency Operations Center (EOC) for the Santa Clarita Valley area. The Santa Clarita EOC cooperates and coordinates with the Office of Emergency Services (OES) and the Los Angeles County Fire and Sheriff Departments during disaster events, such as fire suppression, search and rescue, evacuation, post-disaster safety inspections, and cleanup efforts in its service area. The primary EOC is located in City Hall, at 23920 Valencia Boulevard. A secondary EOC (should City Hall be

unavailable) is located in the City's Corporate Yard facility, at 25663 Avenue Stanford in the Valencia Industrial Center.

(2) City Emergency Evacuation Plans

The City of Santa Clarita has freeway access along three routes (I-5 and SR-14 going north and south, and SR-126 126 going west) for use as evacuation purposes in the event of an emergency. The City also has developed alternate evacuation routes along surface streets to provide alternate travel routes through and out of the City of Santa Clarita. The proposed project site is located adjacent to SR-14, one of the designated evacuation routes.

4. PROJECT IMPACTS

a. Significance Threshold Criteria

Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, the City of Santa Clarita Local CEQA Guidelines (Resolution 05-38) adopted on April 26, 2005, and the City's General Plan and Municipal Code provide applicable significance criteria for purposes of evaluating potential impacts of a proposed project on law enforcement services. According to those sources, a project may create a significant environmental impact if the following occurs:

- The project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or results in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios (here, the Sheriff Department's desired ratio of one deputy per 1,000 residents), response times (here, the Sheriff Department's objectives are to respond in 10 minutes or less for emergency incidents; 20 minutes or less for priority incidents; and, 60 minutes or less for routine incidents), or other performance objectives.
- The project impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.

b. Construction-Related Impacts

During the construction phase, the demand for Sheriff Department services on the project site would increase relative to existing demand, as a result of the increased number of on-site persons (i.e., construction workers) and the presence of buildings and equipment on the project site. The increase in the daytime population would vary depending on the type of construction activities being conducted (i.e., site grading, construction of structures, or infrastructure improvements). Due to the presence of building materials, construction equipment, and related temporary office buildings, the potential for vandalism and theft also would be greater; thereby, potentially increasing the service demands for

property protection. During the construction phase of the project, response times for emergency and non-emergency calls are not expected to vary from those currently experienced by residential uses located to the west and to the east of the project site.

During the construction phase, the project applicant would be required to retain a private security firm to protect the project site; thereby reducing potential demands on existing Sheriff Department resources (see **Mitigation Measures 4.14-1**). Given the provision of private security personnel, the proposed project is not expected to affect the existing level of service provided by the Sheriff Department during the construction phase and no significant impacts are anticipated.

Construction-related traffic on the project site also is not expected to result in impacts on the CHP, which regulates traffic in the City of Santa Clarita. Slow-moving construction-related traffic on adjacent roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the area; however, they would not result in a significant impact on traffic flows because construction-related traffic would only occur during short periods of time during the day. In order to prevent slow-moving construction impacts, mitigation has been included to have prepared a construction traffic control plan prior to the initiation of any construction activities (see **Mitigation Measure 4.14-2**).

c. Operational Impacts

The proposed project includes a total of 1,117 housing units, with an estimated population of 3,450 residents. Additionally, the project proposes development of approximately 950,000 square feet of retail, office, and hotel space. With implementation of the residential overlay, the proposed project would allow for the development of 1,350 residential units and 700,000 square feet of retail, office, and hotel space, with an estimated population of 4,170 residents.

(1) Los Angeles County Sheriff Department

The Sheriff Department would provide general law enforcement for the project site under the existing contract between the agencies. It is anticipated that service demands in the project area would increase above current levels upon project buildout due to the estimated growth in the number of residents and visitors/occupants on the project site and in the general vicinity. It also is expected that the number of service calls from and the types of incidents at the project site as it builds out would be similar in frequency and character to those experienced throughout the Santa Clarita Valley area in developments consisting of residential, retail, office, and hotel uses.

Using a recent California Department of Finance (DOF) residential dwelling unit factor of 3.089, the proposed project would increase the resident population by 3,450 ($3.089 \times 1,117 = 3,450$). Considering the

Sheriff Department's desired service ratio of one officer per 1,000 residents for the project, at buildout, the project would require four sworn patrol officers.¹³ (This estimate has been rounded up in order to be conservative.) Additionally, the increase in required field personnel would necessitate a concomitant increase in support resources, such as detectives, complaint desk officers, vehicles, and portable radios. Without additional staffing and facilities, the proposed project would further decrease the existing inadequate level of service provided by the Sheriff Department, and would result in a significant impact.

The Sheriff Department currently has an anticipated non-emergency response time to the project site of 20 to 30 minutes;¹⁴ a priority response time of 15 to 25 minutes;¹⁵ and, an emergency response time of approximately 5 to 9 minutes.¹⁶ All response times are approximations, and would be dependent on both the deployment of area radio cars and traffic conditions. These response times would be acceptable and within the ranges desired by the Sheriff Department.

Potentially significant impacts also could arise as a result of project design, landscape materials, and building orientation. However, with the incorporation of safety design techniques into the project design, as discussed in **Mitigation Measure 4.14-2** through **Mitigation Measure 4.14-4**, potentially significant security impacts to persons and property would be reduced to a less-than-significant level.

As the proposed project is developed, revenues from property and sales taxes would be generated and deposited in the City of Santa Clarita General Fund. A portion of these revenues would then be allocated, in accordance with the City of Santa Clarita and County of Los Angeles contractual service agreement, to maintain staffing and equipment levels for the Santa Clarita Valley Station in response to related demands. In addition, capital facilities and equipment would be funded, in part, by the law enforcement facilities fee discussed above (see **Mitigation Measure 4.14-5**). The law enforcement facilities fee would provide revenues to pay for land acquisition, engineering, construction, installation, purchasing, or other costs for the provision of capital law enforcement facilities and equipment needed to serve new development in this unincorporated Santa Clarita Valley region. Finally, additional operational funding for the Sheriff Department in the Santa Clarita Valley area and the rest of Los Angeles County would be derived from various types of tax revenues (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees) that are deposited in the County's General Fund. In summary, although the

¹³ The same number of additional deputies would be required with implementation of the residential overlay ($3.089 \times 1,350 = 4,170$).

¹⁴ Jacques A. La Berge, County of Los Angeles Sheriff's Department Headquarters, Captain, Santa Clarita Valley Station, personal communication with Chris Graham, Impact Sciences, Inc. (January 13, 2009).

¹⁵ Jacques A. La Berge, personal communication with Chris Graham (January 13, 2009).

¹⁶ Jacques A. La Berge, personal communication with Chris Graham (January 13, 2009).

proposed project would increase demands for sheriff services, these service demands can be met through the allocation of revenues collected from the proposed project.

(2) California Highway Patrol

At buildout, demands for CHP services on highways in the unincorporated areas surrounding the project site would increase due to vehicular traffic generated by the proposed project. Through increased revenues generated by the project (e.g., motor vehicle registration fees paid by new on-site residents and businesses), funding for additional staffing and equipment may be available to CHP and could be allocated by the CHP to the Newhall Area Station to meet future demands. CHP has indicated that even if additional staffing and equipment are not available, CHP will continue to provide service to the best of its ability.¹⁷ Based on CHP's anticipation to maintain this same level of service, no significant project-related impacts on CHP services are anticipated.

(3) City Emergency Response/Evacuation Plans

Upon buildout, the resident and daytime populations (employees and visitors of the retail, office, and hotel uses) of the project site would increase above existing levels. These populations would be subject to potential emergencies (e.g., earthquake, fire, etc.). Existing City emergency evacuation plans do not include guidelines for evacuation of the project site in the event of a natural disaster because it is not currently developed. However, because the City has demonstrated compliance with the state's SEMS, with its adopted emergency management plan, it is reasonable to expect that the project site would be included in the evacuation plans prior to its development.

The City will continue to operate the Santa Clarita Valley EOC from City Hall or the City's Corporate Yard facility. The City's EOC also has demonstrated compliance with the state's Standard Emergency Management System with its adopted emergency management plan, and will be required to regularly demonstrate compliance through a variety of means, including a regular update of the City's emergency evacuation plans.

The proposed circulation plan for the project includes several major access points, including:

- Lost Canyon Road would be extended as a four-lane roadway from its current terminus in Fair Oaks Ranch to the project site, and would be one of the two primary roadways serving the project. Lost Canyon Road would provide access on the western boundary of the project site, and would provide a connection to SR-14 and the on/off-ramps on Via Princessa Road.

¹⁷ Telephone communication with Officer Michelle Esposito, Newhall Area Station, California Highway Patrol (February 10, 2009).

- Jakes Way, a secondary access, would be extended to the project site and connect to the extension of Lost Canyon Road on the western boundary of the project site. Jakes Way would provide access to SR-14, via traveling west along Jakes Way to Canyon Park Boulevard, to Sierra Highway, to the on/off ramps of SR-14 on Via Princessa Road.
- Vista Canyon Road, the second primary roadway serving the project site, would extend from the northern portion of the project site and connect to Soledad Canyon Road via a 650-foot-long bridge over the Santa Clara River. Residents and employees of the project site would be able to access SR-14 via traveling northeast on Soledad Canyon Road, and accessing the on/off ramps of SR-14 via Sand Canyon Road.

Given these alternative evacuation routes, it is not anticipated that the design of the project would preclude implementation of an evacuation plan, which would provide for the safe movement of future residents and future employees. Consequently, no significant impacts are expected to occur with regard to emergency evacuation of the project site or its surroundings.

5. MITIGATION MEASURES ALREADY INCORPORATED INTO THE PROJECT

The proposed project has not incorporated any mitigation measures into its design.

6. MITIGATION MEASURES PROPOSED BY THIS EIR

The proposed project would result in potential impacts associated with sheriff services. To mitigate these impacts, the following mitigation measures are recommended:

- 4.14-1** During construction, the project applicant, or its designee, shall retain the services of a private security firm to patrol the project site.
- 4.14-2** Prior to construction activities, the project applicant shall have a construction traffic control plan approved by the City of Santa Clarita.
- 4.14-3** As final development plans are submitted to the City of Santa Clarita for approval in the future, the Sheriff Department design requirements that reduce demands for service and ensure adequate public safety shall be incorporated into the building design. The design requirements for this project shall include:
- Proper lighting in open areas and parking lots;
 - Sufficient street lighting for the proposed project's streets;
 - Good visibility of doors and windows from the streets and between buildings on the project site; and,
 - Building address numbers on both residential and commercial/retail uses are lighted and readily apparent from the streets for emergency response agencies.

- 4.14-4** Project design shall include, to the extent feasible, low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.
- 4.14-5** The project applicant, or designee, shall pay the City's law enforcement facilities impact fee in effect at the time of issuance of a building permit.

7. CUMULATIVE IMPACTS

For the proposed project, two cumulative scenarios are discussed, as presented below: (1) the Santa Clarita Valley Cumulative Buildout Scenario, and (2) proposed One Valley One Vision (OVOV) General Plan Buildout Scenario.

a. Santa Clarita Valley Cumulative Buildout Scenario

The cumulative development scenario (referred to as the Santa Clarita Valley Cumulative Buildout Scenario) entails buildout of all lands under the current land use designations indicated in the City of Santa Clarita General Plan and the Los Angeles County Santa Clarita Valley Area Plan, plus the project, plus all known active pending General Plan Amendment requests for additional urban development in the City of Santa Clarita and unincorporated areas of Santa Clarita Valley. In this analysis, the Planning Area is often referred to as the "Valley."

(1) Los Angeles County Sheriff Department

A list of the future development activity (with and without the proposed project) expected in the Valley under the Santa Clarita Valley Cumulative Buildout Scenario is presented below in **Table 4.14-1, Santa Clarita Valley Cumulative Build-Out Scenario with Proposed Project**. Excluding the project, total residential population within the Valley under the existing Santa Clarita General Plan and Area Plan would be 435,291 persons. With the proposed project, this total resident population would be 438,741 persons (435,291 residents + 3,450 residents from the proposed project), which can be considered. Using the desired service ratio of 1 officer per 1,000 residents, Valley buildout (exclusive of the project) would require a total of 435 sworn officers, or approximately 264 more sworn officers than currently work in the Valley. Implementation of the proposed project would increase this total by an additional four sworn patrol officers to 439.

Table 4.14-1
Santa Clarita Valley Cumulative Build-Out Scenario with Proposed Project

Land Use Types	Cumulative Build-out		Cumulative Build-out with Proposed Project
	w/o Project	Proposed Project	
Single-Family	93,281 du	96 du	93,386 du
Multi-Family	48,013 du	1,021 du	49,258 du
Mobile Home	2,699 du		2,699 du
Commercial Retail	19,859,030 sq. ft.	164,000 sq. ft.	20,023,030 sq. ft.
Hotel	2,071 room	200 rooms	2,271 room
Sit-Down Restaurant	283,790 sq. ft.		283,790 sq. ft.
Fast Food Restaurant	23,600 sq. ft.		23,600 sq. ft.
Movie Theater	3,300 seats		3,300 seats
Health Club	54,000 sq. ft.		54,000 sq. ft.
Car Dealership	411,000 sq. ft.		411,000 sq. ft.
Elem./Middle School	278,953 students	199 students	279,152 students
High School	12,843 students	61 students	12,904 students
College	29,948 students		29,948 students
Hospital	247,460 sq. ft.		247,460 sq. ft.
Library	171,790 sq. ft.		171,790 sq. ft.
Church	501,190 sq. ft.		501,190 sq. ft.
Day Care	785,000 sq. ft.		785,000 sq. ft.
Industrial Park	41,743,950 sq. ft.		41,743,950 sq. ft.
Business Park	8,424,330 sq. ft.		8,424,330 sq. ft.
Manufacturing/Warehouse	3,932,470 sq. ft.		3,932,470 sq. ft.
Utilities	1,150,240 sq. ft.		1,150,240 sq. ft.
Commercial Office	6,380,520 sq. ft.	646,000 sq. ft.	6,776,520 sq. ft.
Medical Office	133,730 sq. ft.		133,730 sq. ft.
Golf Course	1,209.0 ac		1,209.0 ac
Developed Parkland	465.3 ac		465.3 ac
Undeveloped Parkland	1,000.0 ac		1,000.0 ac
Special Generator ²	413.0 sg		413.0 sg

du = dwelling unit; sq. ft. = square feet; sta = staff; ac = acres; sg = special generator

¹ *Santa Clarita Valley Consolidated Traffic Model (November 2002). Includes existing development and active pending General Plan Amendment requests.*

² *Includes Wayside Honor Ranch, Six Flags Magic Mountain, Travel Village, CHP Office, and Aqua Dulce Airport.*

As illustrated below in **Table 4.14-2, Santa Clarita Valley Cumulative Build-Out Scenario with Proposed Project with Residential Overlay**, with implementation of the proposed project's residential overlay, total resident population would be 439,461 persons (435,291 residents + 4,170 residents from the

proposed project with the residential overlay). Using the desired service ratio of 1 officer per 1,000 residents, Valley buildout (exclusive of the project with the residential overlay) would require a total of 435 sworn officers, or approximately 264 more sworn officers than currently work in the Valley. Implementation of the project would increase this total by an additional four sworn patrol officers to 439.

Table 4.14-2
Santa Clarita Valley Cumulative Build-Out Scenario with Proposed Project with Residential Overlay

Land Use Types	Cumulative Build-out w/o Project	Proposed Project with Residential Overlay	Cumulative Build-out with Proposed Project with Residential Overlay
Single-Family	93,281 du	96 du	93,386 du
Multi-Family	48,013 du	1,254 du	49,258 du
Mobile Home	2,699 du		2,699 du
Commercial Retail	19,859,030 sq. ft.	164,000 sq. ft.	20,023,030 sq. ft.
Hotel	2,071 room	200 rooms	2,271 room
Sit-Down Restaurant	283,790 sq. ft.		283,790 sq. ft.
Fast Food Restaurant	23,600 sq. ft.		23,600 sq. ft.
Movie Theater	3,300 seats		3,300 seats
Health Club	54,000 sq. ft.		54,000 sq. ft.
Car Dealership	411,000 sq. ft.		411,000 sq. ft.
Elem./Middle School	278,953 students	234 students	279,187 students
High School	12,843 students	69 students	12,912 students
College	29,948 students		29,948 students
Hospital	247,460 sq. ft.		247,460 sq. ft.
Library	171,790 sq. ft.		171,790 sq. ft.
Church	501,190 sq. ft.		501,190 sq. ft.
Day Care	785,000 sq. ft.		785,000 sq. ft.
Industrial Park	41,743,950 sq. ft.		41,743,950 sq. ft.
Business Park	8,424,330 sq. ft.		8,424,330 sq. ft.
Manufacturing/Warehouse	3,932,470 sq. ft.		3,932,470 sq. ft.
Utilities	1,150,240 sq. ft.		1,150,240 sq. ft.
Commercial Office	6,380,520 sq. ft.	396,000 sq. ft.	6,776,520 sq. ft.
Medical Office	133,730 sq. ft.		133,730 sq. ft.
Golf Course	1,209.0 ac		1,209.0 ac
Developed Parkland	465.3 ac		465.3 ac
Undeveloped Parkland	1,000.0 ac		1,000.0 ac
Special Generator ²	413.0 sg		413.0 sg

du = dwelling unit; sq. ft. = square feet; sta = staff; ac = acres; sg = special generator

¹ Santa Clarita Valley Consolidated Traffic Model, (November 2002). Includes existing development and active pending General Plan Amendment requests.

² Includes Wayside Honor Ranch, Six Flags Magic Mountain, Travel Village, CHP Office, and Aqua Dulce Airport.

Individual developments may not need to meet the desired deputy-to-resident ratio, depending upon project location and design, and review by the Sheriff Department, which will determine the actual level of service need for each development as the Valley builds out. If no additional officers were hired to accommodate the projected service demands, a significant cumulative development impacts would occur to law enforcement services provided by the Sheriff Department within the Santa Clarita Valley.

With that said, the additional funding that would result from collection of the law enforcement facilities fee and the tax revenues generated by cumulative development within the City of Santa Clarita would enable the purchase of more equipment and retention of additional officers.

(2) California Highway Patrol

Demands for CHP services on the area's highways and within unincorporated Santa Clarita Valley would increase under the Santa Clarita Valley Cumulative Build-Out Scenario due to related increases in vehicular traffic generated by future development. It is anticipated that increases in CHP patrol officers would be required in the area to enforce traffic regulations in new developments and to respond to traffic accidents and disabled vehicles. Cumulative development would increase traffic on existing roadways and increase the numbers and lengths of roadways patrolled by CHP, and would increase demands for CHP services in the area. CHP has indicated that they will continue to provide service to the best of their ability, regardless of whether or not staffing levels are increased.

Through increased revenues generated by cumulative development (e.g., motor vehicle registration fees paid by new residents and businesses), funding for additional staffing and equipment could be allocated by the state CHP office to the Newhall Area Station to meet future demands. As the revenue base and method of funding allocation that are in place as of this writing provide for adequate CHP service in the area, it is anticipated that the current level of service would be provided in the future through these same funding sources and allocation methods.¹⁸ In light of this information, no significant cumulative impacts on CHP services are anticipated.

(3) City Emergency Response/Evacuation Plans

New resident and daytime populations at the project site and in the Santa Clarita Valley would increase under the Santa Clarita Valley Cumulative Build-Out Scenario. New resident and daytime populations would be subject to the same potential hazards as existing City residents. It is expected that the City's emergency evacuation plans will be amended periodically to provide for the safe evacuation of all Valley residents and employees. Therefore, the proposed project would not result in potentially significant cumulative emergency access impacts.

¹⁸ Telephone communication with Officer Michelle Esposito, (February 10, 2009).

b. Proposed OVOV General Plan Build-Out Scenario

The proposed OVOV General Plan Build-Out Scenario in this case represents the buildout of the City of Santa Clarita boundaries along with the buildout of the proposed City of Santa Clarita Sphere of Influence (SOI) boundaries. A list of the existing and pending future buildout of the land use types within the proposed OVOV General Plan is shown below in **Table 4.14-3, OVOV General Plan Build-Out Land Uses**. Under the proposed OVOV General Plan Buildout Scenario, the expected final buildout of the City of Santa Clarita and the City of Santa Clarita SOI is expected to range from 275,000 to 310,000 residents, including the proposed project. This cumulative scenario analysis is based on a final buildout population of 275,000 residents.

**Table 4.14-3
OVOV General Plan Build-Out Land Uses**

Land Use Types	Cumulative Build-out of the City of Santa Clarita and City SOI
Single-Family Residential Units	77,975 du
Multi-Family Residential Units	65,327 du
Mobile Home Units	3,420 du
Senior Active Units	2,352 du
Commercial Center	21,126,810 sq. ft.
Commercial Shops	2,104,110 sq. ft.
Hotel	2,527 rooms
Sit-Down Restaurant	289,720 sq. ft.
Fast-Food Restaurant	64,420 sq. ft.
Movie Theater	3,600 seats
Health Club	138,000 sq. ft.
Car Dealership	530,000 sq. ft.
Elementary School/Middle School	51,667 students
High School	18,500 students
College	36,062 students
Hospital	365,160 sq. ft.
Library	91,400 sq. ft.
Church	997,460 sq. ft.
Day Care	540 students
Industrial Park	36,687,270 sq. ft.
Business Park	7,797,080 sq. ft.
Manufacturing/Warehouse	3,268,690 sq. ft.
Utilities	1,032,440 sq. ft.

Land Use Types	Cumulative Build-out of the City of Santa Clarita and City SOI
Regional Post Office	780,000 sq. ft.
Commercial Office	8,483,890 sq. ft.
High-Rise Office	300,000 sq. ft.
Medical Office	730,560 sq. ft.
Post Office	50,000 sq. ft.
Golf Course	1,338 ac
Developed Parkland	1,040.2 ac
Undeveloped Parkland	890 acres
Special Generator ¹	380.13 sg

Source: Written Communication with Mike Ascione, City of Santa Clarita, with Susan Tebo (April 2, 2009).

du = dwelling unit; sq. ft. = square feet; sg = special generator; ac = acres

¹ *Special Generators include Wayside Honor Ranch, Six Flags Magic Mountain, Travel Village, CHP Office, and Aqua Dulce Airport.*

(1) Los Angeles County Sheriff Department

As discussed above, the project residential population under the proposed OVOV General Plan is approximately 275,000 residents. Buildout of the proposed OVOV General Plan, therefore, would require a total of 275 sworn officers, using the desired deputy-to-resident ratio of 1 officer per 1,000 residents. The proposed project, with or without the residential overlay, is expected to cumulatively contribute to the amount of officers required, with the need for approximately four officers. (The cumulative contribution of the proposed project is approximately 1.5 percent of the total amount of officers that would be required at buildout.) If no officers were hired to accommodate the needs of the proposed project and other development projected under the OVOV General Plan, a significant cumulative impact would occur. With that said, the significant cumulative impact that would occur under the OVOV General Plan Buildout Scenario is comparatively less than the existing Santa Clarita Valley Buildout Cumulative Scenario as described above.

As discussed above, the Santa Clarita Valley Station is currently operating at a less than desirable level.¹⁹ Adding this proposed project and other projects in progress, proposed, approved, or committed would significantly impact law enforcement services.²⁰ However, the additional funding that would result from the cumulative development within the City of Santa Clarita would be available to help purchase more

¹⁹ Jacques A. La Berge, County of Los Angeles Sheriff's Department Headquarters, Captain, Santa Clarita Valley Station, personal communication with Chris Graham, Impact Sciences, Inc. (January 13, 2009).

²⁰ Jacques A. La Berge, personal communication with Chris Graham (January 13, 2009).

equipment, and hire new officers as new development within the City occurs. The same level of service will be maintained, as under current conditions, or may be improved as each project will be funded by the City of Santa Clarita through its General Fund, which is supported by taxes and fees. Therefore, since the development proposed by the project would contribute to the City of Santa Clarita General Fund, it is expected that the proposed project's cumulative contribution would be less than significant.

(2) California Highway Patrol

Demands for CHP services on the area's highways and unincorporated Santa Clarita Valley would increase under the proposed OVOV General Plan due to related increases in vehicular traffic generated by such development. Through increased revenues generated by cumulative development (e.g., motor vehicle registration fees paid by new residents and businesses), funding for additional staffing and equipment could be allocated by the CHP office to the Santa Clarita Valley Station to meet future demands. (Any cumulative impacts that would occur under the OVOV General Plan Buildout Scenario are comparatively less than the Santa Clarita Valley Buildout Cumulative Scenario.) No significant cumulative impacts on CHP services are anticipated as buildout under the proposed OVOV General Plan occurs.

(3) City Emergency Response/Evacuation Plans

New resident and daytime populations at the project site and in the Santa Clarita Valley would increase under the proposed OVOV General Plan. However, it is expected that the City's emergency evacuation plans would be amended periodically to provide for the safe evacuation of all City residents and employees, and that no significant cumulative impacts would occur relative to emergency evacuation in the event of a natural or man-made disaster.

8. CUMULATIVE MITIGATION MEASURES

No cumulative mitigation measures are required or recommended.

9. SIGNIFICANT UNAVOIDABLE SIGNIFICANT IMPACTS

Implementation of the proposed project would increase the demand for sheriff protection and CHP traffic-related services on the project site and in the local vicinity in terms of the personnel and equipment needed to adequately serve the project site at buildout. However, the increased demand for law enforcement services provided by the Sheriff Department and CHP would be met through increases in law enforcement staffing and equipment, funding for which would come from the collection of law enforcement facilities fees and other revenues (e.g., property taxes; vehicle registration fees); therefore, no

significant impacts would be created by the project alone or in conjunction with other cumulative development.

New resident and daytime populations at the project site would be subject to the same potential hazards as existing City residents. It is expected that the City's emergency evacuation plans would be amended periodically to provide for the safe evacuation of all Valley residents and employees. Therefore, no significant impacts would occur relative to emergency evacuation in the event of a natural or man-made disaster.