

## **5.0 ENVIRONMENTAL IMPACT ANALYSIS**

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### **16. PUBLIC SERVICES—SHERIFF PROTECTION**

#### **1. INTRODUCTION**

This section of the Draft Environmental Impact Report (EIR) analyzes the Project's potential impacts on Los Angeles County Sheriff's Department (Sheriff's Department) and California Highway Patrol (CHP) facilities in the Project vicinity and determines whether such facilities can accommodate the Project. The analysis is based in part on information provided by the Sheriff's Department and the CHP, included in **Appendix 5.16** of this Draft EIR.

#### **2. ENVIRONMENTAL SETTING**

##### **a. Regulatory Setting**

##### **(1) State Regulations**

##### ***(a) California Emergency Management Agency***

The California Emergency Management Agency (Cal EMA) coordinates the overall response of state agencies to major disasters in support of local government. Cal EMA assures the State's readiness to respond to and recover from all hazards, including natural, manmade, war-caused emergencies and disasters, and assists local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts. Cal EMA also assists local governments and other state agencies in developing their own emergency preparedness and response plans in accordance with the Standardized Emergency Management System and State Emergency Plan for earthquakes, floods, fires, hazardous material incidents, nuclear power plant emergencies, dam breaks, and acts of terrorism. When emergencies exceed the capabilities of local resources, Cal EMA activates the State Operations Center in Sacramento and the Regional Emergency Operations Centers in impacted areas to receive and process local requests for assistance. The regional office for the Cal EMA southern administrative region is located in Los Alamitos.

## **(2) Local Regulations**

### ***(a) County of Los Angeles General Plan***

As discussed in greater detail in **Section 5.11**, Land Use and Planning, of this Draft EIR, the County of Los Angeles (County) General Plan directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The current General Plan, adopted in 1980, does not include any policies specifically pertaining to sheriff protection, but rather addresses public services in general. Relevant policies focus on the efficient use of existing service systems and expansion of new urban facilities for planned development. In addition, the Safety Element of the adopted General Plan includes a number of policies addressing emergency response, preparedness, and recovery. The Safety Element also identifies the Sheriff's Department as one of several agencies responsible for disaster planning programs.

As also discussed further in **Section 5.11**, Land Use and Planning, the County released a draft General Plan update, entitled Los Angeles County General Plan 2035 (Draft General Plan), January 2014 and a Draft EIR addressing the Draft General Plan in June 2014. This Draft General Plan contains a new Safety Element that includes a section on the Sheriff's Department with a stated goal of having effective County emergency response management capabilities.

The General Plan policy consistency analysis provided in **Section 5.11**, Land Use and Planning indicates the Project would be consistent with relevant General Plan policies related to sheriff protection.

### ***(b) Santa Clarita Valley Area Plan: One Valley One Vision 2012***

As discussed in greater detail in **Section 5.11**, Land Use and Planning, of this Draft EIR, the recently updated Santa Clarita Valley Area Plan: One Valley One Vision 2012 (Area Plan) serves as a long-term guide for development over the next 20 years. The Area Plan ensures consistency between the General Plans of the County and the City of Santa Clarita (City) in order to achieve common goals and encourages the coordination of land use plans with public services and other departments or agencies. The Area Plan also acknowledges the Sheriff's Department's Santa Clarita Valley Station (Sheriff Station) is insufficient to meet current needs.

Relevant policies within the Area Plan address the need for adequate response times, the incorporation of crime prevention measures in project designs, and expansion of law enforcement facilities to meet the needs of the Santa Clarita Valley's (Valley's) growing population. The Area Plan policy consistency analysis provided in **Section 5.11**, Land Use

and Planning indicates the Project would be consistent with applicable Area Plan policies related to sheriff protection.

**(c) County Emergency Operations Center**

Under the umbrella of Cal EMA, the County's Emergency Operations Center, located at 1275 North Eastern Avenue in Los Angeles, is responsible for emergency operations in all unincorporated areas.<sup>1,2</sup> The *Los Angeles County Operational Area Emergency Response Plan* (County Emergency Response Plan) establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the operational area. The plan also provides an overview of emergency management in the area. The County's Emergency Operations Center is required to demonstrate compliance with the Standardized Emergency Management System through a variety of means, including a regular update of the County's emergency evacuation plans. Should an emergency occur, the Sheriff's Department and County of Los Angeles Fire Department (County Fire Department) provide first response, as well as the initial contact with other agencies and organizations that may need to be involved, such as the American Red Cross.

**(d) Los Angeles County Code**

Law enforcement regulations and the powers and duties of the Sheriff's Department are outlined in Chapter 2.34 of the Los Angeles County Code (County Code). In addition, in accordance with County Code Chapter 22.74, the County imposes a Law Enforcement Facilities Fee (also known as a Law Enforcement Facilities Mitigation Fee) on new residential, commercial, office, and industrial development located within unincorporated areas, including Santa Clarita, based on the estimated cost of providing the projected law enforcement facility needs within each defined law enforcement facilities fee zone. The Capital Improvement Plan sets forth the approximate location, size, time of availability, and estimates of the cost for law enforcement facilities to be financed with law enforcement mitigation fees and is updated annually by the Board of Supervisors in consultation with the Sheriff's Department and County Auditor Controller. The current fees for the Santa Clarita Zone (Zone 1), in which the Project Site is located, are as follows:<sup>3</sup>

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<sup>1</sup> *California Emergency Management Agency, Regional Operations*, [www.calema.ca.gov/Regional-Operations/Pages/Regional-Operations.aspx](http://www.calema.ca.gov/Regional-Operations/Pages/Regional-Operations.aspx), accessed March 5, 2015.

<sup>2</sup> *Telephone interview with Jeanne O'Donnell, Program Manager, Los Angeles County Office of Emergency Management, August 20, 2013.*

<sup>3</sup> *Los Angeles County Code, Chapter 22.74, Section 22.74.030.*

- per single-family dwelling unit: \$467.00
- per multi-family dwelling unit: \$337.00
- 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

However, if it is determined the reasonable amount necessary to recover the cost of providing law enforcement facilities exceeds the fee, the Sheriff's Department may present an alternative fee proposal to the Board of Supervisors for consideration. The Law Enforcement Facilities Fee must be paid before building permits are issued.

The Law Enforcement Facilities Fee is intended to provide sufficient revenues to pay for land acquisition, engineering, construction, installation, purchasing, and other costs for the provision of capital law enforcement facilities and equipment needed to serve new development in the unincorporated Santa Clarita Valley.<sup>4</sup> Additional operational funding for the Sheriff's Department may be derived from various types of General Fund tax revenues (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees) allocated by the Board of Supervisors.

#### **(e) Sheriff's Department Service Standards**

Per the Sheriff's Department staff, the generally accepted officer-to-population ratio within the law enforcement industry is 1 officer per 1,000 residents.<sup>5</sup> The Sheriff's Department also has established optimal response times 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), as measured from the time a call is received until the time a patrol car arrives at the incident scene. Response times are variable, particularly because the

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<sup>4</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>5</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

nearest responding patrol car may be anywhere within the Station's patrol area and not necessarily dispatched from the Station itself.<sup>6</sup>

### **(3) Previously Adopted Plans and Mitigation**

#### **(a) Newhall Ranch RMDP/SCP and EIS/EIR**

The Project Site is included in the project area for the Applicant's Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan (RMDP/SCP), shown in **Figure 3-5**, RMDP/SCP Project Area, in **Section 3.0**, Project Description, of this Draft EIR, which covers certain aspects of resource management for the Project and other nearby developments. As discussed in greater detail in **Section 4.1**, Environmental and Regulatory Setting, the RMDP component of the Newhall Ranch RMDP/SCP project is a conservation, mitigation, and permitting plan for the long-term management of sensitive biological resources and development-related infrastructure in the River and tributary drainages within the 11,999-acre Specific Plan area and along the extension of Magic Mountain Parkway through the Project Site. The SCP component of the Newhall Ranch RMDP/SCP project is a conservation and management plan to permanently protect and manage a system of preserves designed to maximize the long-term persistence of the San Fernando Valley spineflower (*Chorizanthe parryi* ssp. *Fernandina*) (spineflower), a federal candidate and state-listed endangered plant species. The SCP encompasses the Specific Plan area, the Valencia Commerce Center planning area, and the Project Site, in order to conduct conservation planning and preserve design on the Project Applicant's land holdings in Los Angeles County that contain known spineflower populations.

The Newhall Ranch RMDP/SCP project was the subject of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) (SCH No. 2000011025) by the U.S. Army Corps of Engineers (Corps) and the California Department of Fish and Wildlife (CDFW).<sup>7,8</sup> At the time CDFW certified the EIR portion of the EIS/EIR in December 2010, it also adopted the Mitigation Monitoring and Reporting Plan (MMRP) for the RMDP/SCP project. This regulatory plan, required under CEQA, describes the mitigation measures, monitoring, and/or reporting plan for the Newhall Ranch RMDP/SCP project (including the Entrada South Project Site). CDFW adopted a mitigation measure to reduce potential

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<sup>6</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>7</sup> *Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan, Final Joint Environmental Impact Statement and Environmental Impact Report, June 2010.*

<sup>8</sup> *The California Department of Fish and Game was officially renamed the California Department of Fish and Wildlife as of January 1, 2013.*

impacts to sheriff protection resulting from implementation of the Newhall Ranch RMDP/SCP project (see Mitigation Measure (MM) RMDP/SCP PS-1 in **Appendix 2A**).

## **b. Existing Conditions**

The Santa Clarita Valley Sheriff Station (Sheriff Station) is responsible for providing general law enforcement to the Project area, while the CHP is responsible for traffic control, as discussed further below.

### **(1) Sheriff's Department**

The Project Site is located in Sheriff's Department Field Operations Region I and is served by the Sheriff Station located at 23740 Magic Mountain Parkway within the City of Santa Clarita, approximately 1.8 miles east of the Project Site, as shown in **Figure 5.16-1, Sheriff's Department and California Highway Patrol Stations Within the Project Area**, on page 5.16-7.<sup>9</sup> The Sheriff Station's service area comprises approximately 656 square miles consisting of the City and unincorporated County land between the limits of the City of Los Angeles to the south, 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.<sup>10</sup> The Sheriff Station currently has 183 sworn deputies and 38 civilian employees.<sup>11</sup> Equipment and services provided through the station include 24-hour designated County cars, helicopters, search and rescue, a mounted patrol, and emergency operation centers.<sup>12</sup>

The Sheriff Station currently serves an estimated population of 270,000 residents, thus the existing service ratio at the Sheriff Station is one deputy per 1,475 residents. As such, the Station does not currently meet the officer-to-population standard of 1 officer per 1,000 residents.<sup>13</sup>

The Sheriff's Department estimates current response times to the Project Site of approximately 2 to 7 minutes for emergencies; 5 to 20 minutes for priority (immediate)

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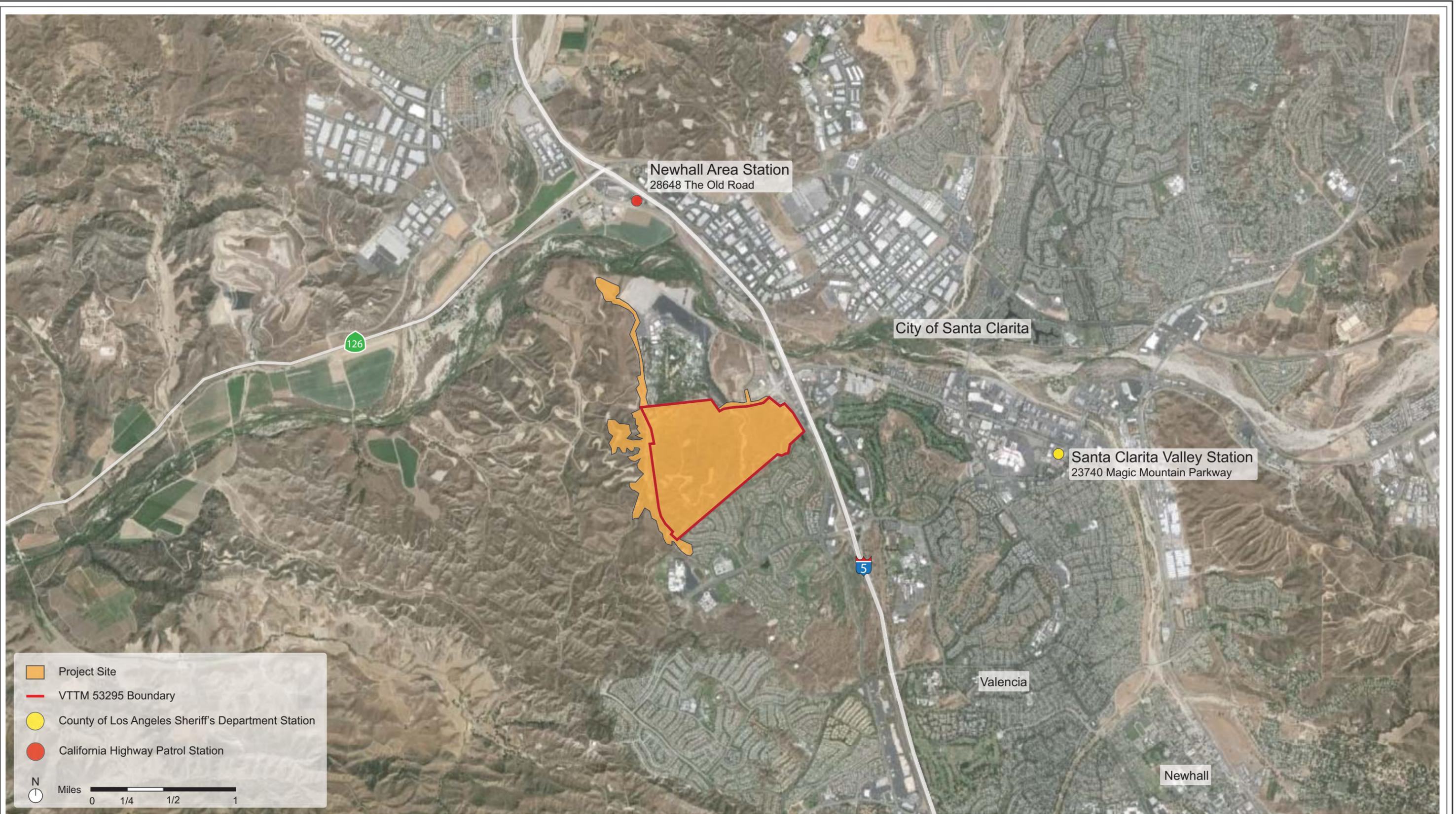
<sup>9</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>10</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>11</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>12</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>13</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*



- Project Site
- VTTM 53295 Boundary
- County of Los Angeles Sheriff's Department Station
- California Highway Patrol Station

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Miles 
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1/4
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1



**Figure 5.16-1**  
Sheriff's Department and California Highway Patrol Stations Within the Project Area

Source: Google Earth, 2013; ESRI, 2013.

incidents; and 10 to 60 minutes for non-emergencies.<sup>14</sup> Although these response times fall within the optimal response time ranges (as defined by the Sheriff's Department), there are currently no calls for service to the unoccupied Project Site for which actual times have been measured.

The Sheriff's Department also conducts search-and-rescue operations through the local Sheriff Station.<sup>15</sup> Search-and-rescue operations are generally conducted in mountainous terrain (i.e., for incidents such as downed planes or lost hikers). The Sheriff Station search-and-rescue team uses its own helicopter and has access to the Antelope Valley Station's helicopter. Mutual aid agreements exist with other search-and-rescue teams located within and outside of Los Angeles County. These agreements are organized through the State's Office of Emergency Services. Urban search-and-rescue operations (i.e., rescues from building collapse) are performed by the County Fire Department.

Relative to Sheriff's Department facilities, it is noted that construction of a new Sheriff station on the west side of the Valley is anticipated as development planned in the area progresses. The new station will serve to meet future demand in the Project area, as determined by the Sheriff's Department.

## (2) California Highway Patrol

The CHP patrols state highways, enforces traffic regulations, responds to traffic accidents, provides service and assistance for disabled vehicles, and assists all law enforcement agencies under emergency conditions. In the Santa Clarita Valley area, the CHP maintains a Mutual Aid Agreement with the County Sheriff's Department.<sup>16</sup>

The Project Site is located within CHP's Southern Division, which serves over 9.75 million residents with approximately 1,123 uniformed officers and 10 area offices.<sup>17</sup> The CHP operates within the unincorporated portions of the Valley and surrounding areas from the Newhall Area CHP Station (CHP Station) located at 28648 The Old Road, north of the I-5 and SR-126 interchange, approximately 2.25 miles north of the Project Site, as shown in **Figure 5.16-1**, Sheriff's Department and California Highway Patrol Stations

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<sup>14</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>15</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>16</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>17</sup> *California Highway Patrol, CHP Southern Division, [www.chp.ca.gov/offices/501.html](http://www.chp.ca.gov/offices/501.html), accessed March 5, 2015.*

Within the Project Area. This CHP Station patrols a service area of approximately 600 square miles, which includes I-5, SR-126, SR-14, and unincorporated areas and roadways, and extends westerly to the Ventura County line, east to Agua Dulce, north to SR-138 (and eastbound along SR-138 to Avenue 220th Street West), and south to SR-118.<sup>18</sup>

The CHP Station has 91 uniformed officers and 9 civilian employees.<sup>19</sup> Within the CHP Station's service area, the CHP issued 924 citations, investigated 52 traffic collisions, and made 35 arrests between July 2012 and August 26, 2013.<sup>20</sup> In support of these efforts, two helicopters and two fixed-wing aircraft are based at Fullerton Airport and serve the entire County.<sup>21</sup>

There are no long-range planning documents used by the CHP to project future needs within each service area. In addition, the CHP does not maintain uniform staffing, equipment, or facility ratios/objectives to project future needs within each service area. Rather, each station determines its own staffing allocation based on the service area's unique requirements and budget constraints. The CHP Station reviews its staffing allocation quarterly. The CHP does not receive or base deployment on the revenues generated within each service area; rather, CHP's long-range planning and future staffing needs are based on the needs of the entire State and budget constraints.<sup>22</sup>

The primary funding source for CHP facilities and staffing is state motor vehicle registration and drivers' license fees. The CHP Headquarters in Sacramento allocates these fees to each service area. The CHP Station does not anticipate any increase in its equipment in the future, and no upgrades to the CHP Station are planned.<sup>23</sup>

### **(3) Project Site**

The Project Site is generally comprised of vacant land, some agricultural uses, a small plant nursery used by the adjacent Six Flags Magic Mountain, and abandoned oil wells and associated access roads, which generate a negligible demand for law enforcement services.

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<sup>18</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>19</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>20</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>21</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>22</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>23</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

### 3. ENVIRONMENTAL IMPACTS

#### a. Methodology

The analysis of potential impacts on existing and planned Sheriff's Department and CHP staffing, equipment, and facilities considers the Project's effects on calls for service, levels of service, and response times; and the need for additional deputies, associated equipment, and facility space. The analysis also considers the ability of the Project's planned security features to reduce demands on law enforcement services.

#### b. Project Design Elements/Project Design Features

In compliance with County Code, the Project Applicant would pay the applicable Law Enforcement Facilities Fee.

The Project includes a provision that, during construction, the Project Applicant would have a private security company patrol the construction site(s), as necessary, to minimize the potential for trespass, theft, and other unlawful activity. In addition, a construction traffic management plan would be implemented as part of the Project to address traffic and access during construction.<sup>24</sup> This plan would ensure adequate emergency access to all nearby residences and businesses and would minimize traffic interference and construction vehicle travel on congested streets. If temporary lane closures are necessary for the installation of utilities, emergency access would be maintained at all times. Flag persons and/or detours also would be provided as needed to ensure safe traffic operations. Refer to **Section 5.20**, Transportation/Traffic, of this Draft EIR for further details regarding the construction traffic management plans. In accordance with CHP guidance, construction signs would be posted with reduced construction zone speed limits. Should further off-site traffic control efforts become necessary, the Project Applicant would contract with the CHP, if needed, to facilitate the ingress and egress of construction equipment and vehicles. Furthermore, the Project Applicant would notify the Sheriff's Department and CHP of any lane closures or other road construction and ensure that emergency access remains clear and unobstructed.

The design of new development can influence crime and law enforcement response. In particular, design elements such as building orientation, landscaping, and lighting impact visibility and safety. Accordingly, the Project's design would incorporate a variety of operational security features. All potentially gated entries to the residential areas within Planning Areas 4 through 7 would feature Knox-Box entry systems to allow emergency

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<sup>24</sup> *The construction traffic management plan would be implemented as part of the Project (see PDF ES 5.20-1), provided in Section 5.20, Transportation/Traffic, of this Draft EIR.*

access. In all developed areas of the Project Site, sufficient lighting would be provided to ensure safety and visibility. In addition, building address numbers would be well lit to facilitate emergency response. Upon Project completion, the Applicant would provide the Sheriff Station Commander with a diagram of each portion of the Project Site, including building entries and access routes, and provide additional information to facilitate law enforcement response.

Based on the foregoing discussion, the following Project design features (PDFs) have been incorporated into the Entrada South (ES) Project's design and will be included in the MMRP to ensure implementation.

**PDF ES 5.16-1:** The Project Applicant, its successors or designees shall notify the Los Angeles County Sheriff's Department and California Highway Patrol prior to any Project-related lane closures or other road construction and ensure emergency access remains clear and unobstructed.

**PDF ES 5.16-2:** During construction, construction signs shall be posted with a reduced construction zone speed limit per guidance from the California Highway Patrol.

**PDF ES 5.16-3:** The Project Applicant, its successors or designees shall incorporate security features into the design of the Project for crime prevention purposes and for the safety and comfort of Project residents, employees, and visitors. Details regarding these features shall be submitted to the Los Angeles County Sheriff's Department for review and approval prior to the issuance of building occupancy permits. The security features shall include, but are not limited to, the following:<sup>25</sup>

- Proper lighting in entryways, lobbies, parking areas, and open areas throughout the Project Site;
- Security lighting within the proposed neighborhood park;
- Sufficient street lighting for visibility and safety along all roadways internal to the Project Site;
- Illuminated building address numbers to ensure visibility from adjacent streets.

**PDF ES 5.16-4:** All potentially gated entrances to Planning Areas 4 through 7 shall incorporate a Knox-Box entry system.

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<sup>25</sup> These features are based on measures suggested by the Los Angeles County Sheriff's Department Notice of Preparation comment letter dated July 6, 2010, provided in **Appendix 1B** of this Draft EIR.

**PDF ES 5.16-5:** Upon Project completion, the Applicant shall provide the Santa Clarita Valley Station Commander with a diagram of each portion of the Project Site, including building entries and access routes.

As discussed in **Section 5.14**, Population, Housing, and Employment, of this Draft EIR, the proposed 339 single-family units and 1,235 multi-family units would generate an estimated residential population of 5,288 persons.<sup>26</sup> In addition, approximately 2,700 employees are anticipated to be present on-site. To protect these populations, the Project would include an emergency response plan per the regulatory compliance measures detailed in **Section 5.15**, Public Services—Fire Protection. This emergency response plan would include, but not be limited to, the identification of evacuation routes for vehicles and pedestrians and the locations of the nearest hospital and fire stations.

As described further in **Section 3.0**, Project Description, Magic Mountain Parkway would become the primary east/west roadway through the Project Site. Additionally, as shown on **Figure 3-15**, Project Circulation Plan, in **Section 3.0**, Project Description, the proposed internal circulation system would include arterials, residential collectors, and private drives, all of which would provide adequate access throughout the Project Site. Proposed roadway extensions of Magic Mountain Parkway and Westridge Parkway would provide appropriate ingress/egress to the Project Site, and regional access would continue to be provided by I-5 and SR-126. Given these evacuation routes, the Project would provide for the safe movement of Project residents and employees.

The County's existing emergency response plans do not address evacuation of the Project Site in the event of a natural disaster since it is currently undeveloped. However, as previously discussed, the County's Emergency Operations Center is required to update the County's emergency response plans in compliance with the State's Standardized Emergency Management System. It is therefore anticipated that the Project Site would be included in the Sheriff's Department's emergency evacuation strategies and tactics as the Project builds out.<sup>27</sup> As part of this process, the Sheriff's Department would formulate and

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<sup>26</sup> Based on 2010 U.S. Census data, the average household size within the community of Stevenson Ranch (Census Tract 9203.38) located south of the Project Site is 3.36 persons per household. Accordingly, the Project's proposed 1,574 housing units are estimated to generate a residential population of approximately 5,288 persons.

<sup>27</sup> Electronic correspondence, Jeanne O'Donnell, Program Manager, Los Angeles County Office of Emergency Management, August 6, 2014.

coordinate evacuation strategies and tactics directly with the community (e.g., town council) and the County Fire Department.<sup>28</sup>

### c. Significance Thresholds

Based on Appendix G of the CEQA Guidelines and other relevant criteria, the Los Angeles County Department of Regional Planning has determined that a project would have a potentially significant impact related to sheriff protection based on the following criteria:

**Threshold 5.16-1:** Would the Project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives for sheriff protection?

### d. Project Impacts

**Threshold 5.16-1:** Would the Project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives for sheriff protection?

#### (1) Construction

##### (a) Sheriff's Department

Site development and construction would not require regular services from the Sheriff's Department, except in the case of trespassing, theft, and vandalism. Such activities at a construction site are not unusual, but are only occasional and do not typically place substantial demands on law enforcement services. Accordingly, the need for response by the Sheriff's Department during construction would be limited. As such, construction-related impacts on Sheriff's Department services would be less than significant. Nonetheless, MM ES 5.16-2 (discussed below) would be implemented to further reduce this impact.

Construction activities also would result in increased traffic on nearby roadways during working hours in association with commuting construction workers, delivery trucks,

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<sup>28</sup> *Electronic correspondence, Jeanne O'Donnell, Program Manager, Los Angeles County Office of Emergency Management, August 6, 2014.*

and other large construction vehicles. Slow-moving construction-related traffic on I-5, SR-126, The Old Road, and other roadways could reduce optimal traffic flows and potentially delay emergency vehicles traveling through the area. In addition, temporary lane closures associated with utility line construction or roadway improvements could slow or impede emergency access. However, implementation of the proposed construction traffic management plan, as detailed in PDF ES 5.20-1 in **Section 5.20**, Transportation/Traffic, of this Draft EIR, would ensure adequate emergency access to all nearby residences and businesses and would minimize traffic interference and construction vehicle travel on congested streets. As part of this measure, flag persons and/or detours would be provided as needed during construction activities to ensure safe traffic operations. Furthermore, in accordance with PDF ES 5.16-1 and PDF ES 5.16-2, the Project Applicant would notify the Sheriff's Department of any lane closures or other road construction to facilitate their response, and construction signs would be posted with reduced construction zone speed limits. With implementation of these measures, impacts to emergency access would be less than significant during Project construction.

**(b) California Highway Patrol**

Construction-related traffic is not expected to impact CHP services within the unincorporated areas of the Santa Clarita Valley, except in the event of a vehicular accident. Regardless, the CHP has expressed concern over the potential for off-site traffic disruption, congestion, and any proposed detours or reduction in lane widths that may occur during the construction phase.<sup>29</sup> However, with the exception of trips associated with construction workers arriving to and leaving the Project Site, limited construction trucks and heavy equipment would be present on area roadways, thus limiting the effects on area traffic volumes and traffic patterns. As discussed in more detail in **Section 3.0**, Project Description, of this Draft EIR, Project grading would result in a balanced cut and fill operation, and thus, soil export would not occur. Accordingly, other than the initial transport and staging of heavy construction equipment at the Project Site, there would be no heavy equipment utilizing the area roadways.

In addition, as previously discussed, a construction traffic management plan would be implemented in accordance with PDF ES 5.20-1 in **Section 5.20**, Transportation/Traffic, of this Draft EIR, which would ensure adequate emergency access, minimize traffic interference, and minimize construction vehicle travel on congested streets. Furthermore, PDF ES 5.16-1 and PDF ES 5.16-2 would facilitate CHP response and reduce construction zone speeds. As such, impacts to CHP services and associated emergency access would be less than significant during Project construction.

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<sup>29</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

## **(2) Operational Impacts**

### **(a) Sheriff's Department**

Project development and the associated increase in population are anticipated to increase the demand for service by the Sheriff's Department within the Project area. It is expected that the number of service calls and types of incidents at the Project Site would be similar in frequency and character to those experienced in other areas of the Santa Clarita Valley.

Based upon the generally accepted officer-to-population ratio of 1 officer per 1,000 residents, the Project's estimated residential population of 5,288 persons would require approximately 5 additional sworn officers. According to the Sheriff's Department, this increase in the required number of deputies may necessitate an increase in support resources, such as detectives, front desk personnel, secretaries, administration, vehicles, and portable radios. Thus, additional Sheriff's Department staffing and equipment may be required to ensure the appropriate level of service provided by the Sheriff's Department.<sup>30</sup>

However, payment of the applicable Law Enforcement Facilities Fee is intended to provide sufficient revenues to pay for land acquisition, engineering, construction, installation, purchasing, and other costs for the provision of capital law enforcement facilities and equipment. Additional operational funding for the Sheriff's Department in the Santa Clarita Valley 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), which are deposited in the County's General Fund. The County Board of Supervisors allocates the General Fund revenue for various public services provided by the County, including law enforcement services. A portion of these revenues would be expected to be allocated to the Sheriff's Department during the County's annual budget process to maintain staffing and equipment levels at the Santa Clarita Valley Sheriff's Station in numbers adequate to serve increases in service demands.

With respect to response times, the Sheriff's Department anticipates the following for calls to service at the Project Site: 2 to 7 minutes for emergency calls; 5 to 20 minutes for priority (immediate) calls; and 10 to 60 minutes for non-emergency calls, all of which fall within the established optimal response times.<sup>31</sup> Additionally, with the incorporation of security features into the Project's design per PDF ES 5.16-3 and PDF ES 5.16-4, the

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<sup>30</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

<sup>31</sup> *Written correspondence, Leroy Baca, Sheriff, County of Los Angeles Sheriff's Department Headquarters, September 27, 2013.*

provision of appropriate property diagrams to the Sheriff's Department per PDF ES 5.16-5, and implementation of an emergency response plan per the regulatory compliance measures detailed in **Section 5.15**, Public Services—Fire Protection, opportunities for crime would be minimized, adequate emergency access would be ensured, and law enforcement response would be facilitated.

With payment of the applicable Law Enforcement Facilities Fee and implementation of the aforementioned design features, operational impacts on Sheriff resources would be less than significant.

**(b) California Highway Patrol**

As it pertains to patrols and calls for service by the CHP, the Project would add vehicular trips to local roadways, as discussed in more detail in **Section 5.20**, Transportation/Traffic, of this Draft EIR, which could result in increased traffic incident rates. The CHP has indicated the Project would increase demands on existing resources, thus affecting the CHP's ability to serve the surrounding communities. Specifically, the Project would require the CHP to patrol new roadways within the Project Site, although the roadways would be adjacent to current patrol routes on I-5.<sup>32</sup> These patrols would provide traffic enforcement, emergency incident management, public service assistance, and accident investigation. While current staffing levels would continue to allow for daily patrols of the entire service area to provide adequate traffic enforcement, emergency incident management, public service, and traffic collision investigation services, only limited coverage to the Project Site could be provided on an as-needed basis, and response times to emergency calls could be extended.<sup>33</sup>

As previously indicated, the CHP Station is centrally located within the service area, approximately 2.25 miles north of the Project Site, and was designed to allow for increased personnel and equipment. Given the current staff of 91 uniformed personnel, the facility can accommodate an additional 8 uniformed personnel before the facility reaches capacity. As such, a new or expanded CHP station would not be needed as a result of the Project.<sup>34</sup>

Through increased revenues generated by the Project (via motor vehicle registration and driver license fees paid by new on-site residents and businesses), funding for additional staffing and equipment would be available to the CHP and could be allocated to

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<sup>32</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26, 2013.*

<sup>33</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, December 19, 2013.*

<sup>34</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, August 26 and December 19, 2013.*

the local CHP Station to meet future demands.<sup>35</sup> Because the revenue base and method of funding allocation presently in place provide for adequate CHP services in the area, it is anticipated that an adequate level of service would be provided in the future through these same funding sources and allocation methods. As such, impacts to the CHP would be less than significant during Project operation.

### **(c) Emergency Evacuation and Emergency Response**

As previously described, the Project includes an internal circulation system designed for the safe movement of Project residents and employees, and a sitewide emergency response plan would be prepared per the regulatory compliance measures detailed in **Section 5.15**, Public Services—Fire Protection. As also discussed above, the Sheriff's Department is anticipated to include the Project Site in its emergency evacuation strategies and tactics as the Project builds out.<sup>36</sup> As part of this process, the Sheriff's Department would formulate and coordinate evacuation strategies and tactics directly with the community (e.g., town council) and with the County Fire Department.<sup>37</sup> As such, impacts with respect to emergency evacuation and emergency response would be less than significant.

## **4. CUMULATIVE IMPACTS**

The geographic context for the cumulative impact analysis is the service areas of the Sheriff's Department Santa Clarita Valley Station and the Newhall Area CHP Station. Anticipated growth within these service areas would cumulatively increase the demand for service by the Sheriff's Department and CHP. Within these service areas and as discussed in more detail in **Section 4.2**, Cumulative Impact Analysis Methodology, of this Draft EIR, cumulative growth through 2024 (i.e., the anticipated Project buildout year) would include growth forecasted in the Area Plan as well as those few related projects located within the respective service areas that are not already accounted for within the growth forecasts. **Table 4.2-1**, Related Projects, and **Figure 4.2-1**, Related Projects Map, in **Section 4.2**, Cumulative Impact Analysis Methodology, identify 67 related projects proposed or already approved within the Project vicinity.

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<sup>35</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, December 19, 2013.*

<sup>36</sup> *Electronic correspondence, Jeanne O'Donnell, Program Manager, Los Angeles County Office of Emergency Management, August 6, 2014.*

<sup>37</sup> *Telephone communication with Deputy Patrick A. Rissler, Los Angeles County Sheriff's Department, Santa Clarita Valley Station, June 13, 2005. Electronic correspondence, Jeanne O'Donnell, Program Manager, Los Angeles County Office of Emergency Management, August 6, 2014.*

### a. Sheriff's Department

The Sheriff's Department has indicated that the Project in conjunction with cumulative growth in the Valley would impact law enforcement services provided by the Sheriff's Station.<sup>38</sup> Based upon the officer-to-population ratio of 1 officer per 1,000 residents, residential growth in the Valley between 2012 and 2024 would require approximately 171 additional sworn officers assigned to the Santa Clarita Valley Station, the anticipated new station on the west side of the Valley, and/or other facilities that may be constructed in the area by 2024. Payment of the Law Enforcement Facilities Fee, which funds new facilities needed to accommodate increased demands for law enforcement services, by the Project Applicant would mitigate the Project's contribution to cumulative impacts. Like the Project Applicant, applicants for all future development projects in the area would be expected to pay the appropriate Law Enforcement Facilities Fee. In addition, as with the Project, the Sheriff's Department will review the related projects and all other future development under its jurisdiction to ensure appropriate security measures are implemented to reduce potential impacts, and each project will develop and implement mitigation measures, as necessary, to minimize significant impacts on law enforcement services as required under CEQA. Based on the preceding analysis, the Project's contribution to cumulative impacts would be less than significant.

### b. California Highway Patrol

As it pertains to patrols and calls for service by the CHP, cumulative growth in the area between 2012 and 2024 would add vehicular trips to local roadways, as discussed in more detail in **Section 5.20**, Transportation/Traffic, of this Draft EIR, which could result in increased traffic incident rates. Accordingly, the demand for CHP services in the Santa Clarita Valley would increase. An increase in the current number of CHP patrol officers would be required to enforce traffic regulations in new developments and to respond to traffic accidents and disabled vehicles. Specifically, the CHP has indicated approximately 15 to 20 additional officers would be required to accommodate cumulative development.<sup>39</sup> Additionally, cumulative development would increase traffic on existing roadways and the number and lengths of roadways patrolled by the CHP.

Similar to the Project, all related projects and other future development through 2024 would be anticipated to ensure adequate emergency access, which would serve to reduce impacts on CHP services. Further, the cumulative traffic analysis provided in **Section 5.20**, Transportation/Traffic, determined that the Project's cumulative impacts would be reduced

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<sup>38</sup> *The Sheriff Station's service area encompasses the Valley and additional lands north to the Kern County line and south to the City of Los Angeles.*

<sup>39</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, December 19, 2013.*

to a less than significant level with implementation of proposed mitigation. As such, the Project's contribution to cumulative impacts on CHP services would be less than significant.

Additionally, through increased revenues generated by cumulative development (via motor vehicle registration fees paid by new residents and businesses), the funding for additional staffing and equipment can be allocated by the CHP to the Newhall Area CHP Station to meet future demands.<sup>40</sup> As demand on the Newhall Area CHP Station increases, review from the State of California would be performed to determine the amount of money allocated to the Newhall Area CHP Station. As the State provides for funding to increase officers and equipment in all CHP stations, it is anticipated that an adequate level of service would be provided in the future through these same funding sources and allocation methods. Therefore, cumulative impacts on the CHP would be less than significant.

### **c. Emergency Evacuation Plans and Emergency Response**

Similar to other residents and workers within the County, the residential and daytime populations associated with cumulative growth in the Project area between 2012 and 2024 would be subject to potential emergencies (e.g., earthquake, fire, and flood). Regional access throughout the Santa Clarita Valley would continue to be provided by I-5, SR-126, and SR-14, while the roadway extensions proposed as part of the Project (i.e., Magic Mountain Parkway and Westridge Parkway) would facilitate access in the immediate area. Although the County's existing emergency evacuation plans may not address all future development sites, the Emergency Operations Center is required to update the County's emergency evacuation plans in compliance with the State's Standardized Emergency Management System. Therefore, presumably all future development areas would be accounted for in the County's and the Sheriff's Department's emergency evacuation strategies and tactics as cumulative growth occurs.<sup>41</sup> Furthermore, it is anticipated that future development projects would prepare appropriate emergency evaluation and response plans, as required, and maintain or improve emergency access through compliance with applicable regulations and review by the appropriate responding agencies. Therefore, cumulative impacts to emergency evacuation plans and emergency response would be less than significant.

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<sup>40</sup> *Electronic correspondence, Rick Miler, Sergeant, California Highway Patrol, December 19, 2013.*

<sup>41</sup> *Electronic correspondence, Jeanne O'Donnell, Program Manager, Los Angeles County Office of Emergency Management, August 6, 2014.*

## 5. MITIGATION MEASURES

### a. Newhall Ranch RMDP/SCP Mitigation Measures

CDFW previously adopted a mitigation measure to minimize impacts to sheriff protection services in connection with its adoption of the Newhall Ranch RMDP/SCP EIS/EIR. That RMDP/SCP mitigation measure also applies to the Project. If the status of the RMDP/SCP EIS/EIR is unresolved or set aside in the pending litigation at the time the County considers EIR certification, this EIR recommends that the County adopt the companion ES mitigation measure set forth below, as applicable, to mitigate the Project's significant sheriff protection impacts. Those RMDP/SCP mitigation measures that are not applicable to the Project are listed in **Appendix 2B** with an explanation as to why they do not apply. Any italicized text provided in the parentheses below provides necessary updated information and/or clarifications, as needed.

**MM ES 5.16-1/RMDP/SCP PS-1:** Prior to the issuance of building permits for commercial, office, and industrial development, and for single-family and multi-family residential development where a Capital Improvement/Construction Plan has been adopted, the applicant or designee shall pay the Los Angeles County Law Enforcement Facilities Mitigation Fee for north Los Angeles County. *(The Law Enforcement Facilities Mitigation Fee is also known as the Law Enforcement Facilities Fee; see County Code Section 22.74.)*

### b. Entrada South Project-Specific Mitigation Measures

In addition to the County's adoption of the mitigation measure listed above, the following mitigation would ensure the Project's sheriff protection impacts remain less than significant. No cumulative mitigation measures would be required.

**MM ES 5.16-2:** Prior to commencement of construction, the Project Applicant shall retain the services of a private security company to patrol the construction site(s), as necessary, to minimize the potential for trespass, theft, and other unlawful activity.

Refer to **Section 5.20**, Transportation/Traffic, of this Draft EIR for discussion of the traffic management plan proposed under Mitigation Measure PDF MM ES 5.20-1, which would ensure traffic and access impacts would be less than significant.

## 6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With compliance with all relevant regulatory requirements and implementation of the proposed PDFs as well as the identified mitigation measures, including payment of the Law

Enforcement Facilities Fee (in accordance with MM ES 5.16-1/RMDP/SCP PS-1), Project-level operational impacts to Sheriff protection and CHP services would be less than significant. Cumulative impacts also would be less than significant. In addition, implementation of MM ES 5.16-2 would ensure construction-related impacts on Sheriff's Department services would be less than significant.