

Section 5.11
SHERIFF SERVICES





5.11 SHERIFF SERVICES

This section provides an analysis of police services, which is based on information provided by the Los Angeles County Sheriff's Department (Sheriff's Department) and the California Highway Patrol (CHP). The Sheriff's Department maintains ultimate review and approval authority over aspects of the proposed development that relate to police protection, and may identify further recommendations and/or requirements.

5.11.1 ENVIRONMENTAL SETTING

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

The Santa Clarita Valley Station of the Los Angeles County Sheriff's Department is responsible for providing general law enforcement to the City of Santa Clarita through a vesting contract between the two agencies. The current contract between the City of Santa Clarita and the County of Los Angeles was renewed on June 30, 2004 and will extend until June 2009. Funding for the Sheriff's Department in the City is provided by the City under the terms of the vesting contract.

The Santa Clarita Valley Sheriff Station would be responsible for providing general law enforcement to the project area. The Sheriff's station is located near the intersection of Magic Mountain Parkway and Valencia Boulevard, at 23740 Magic Mountain Parkway in Valencia. The Sheriff station maintains a staff of 161 sworn deputies, and serves an area of 656 square miles and a population of approximately 200,000 (including the City itself). The Sheriff's Department has an ideal population ratio of one deputy per 1,000 residents. With current staffing of 161 sworn deputies currently assigned, the existing ratio is 1 deputy per 1,243 residents.¹ Equipment and services provided to the City include 24-hour designated County cars, helicopters, search and rescue, mounted posse, and emergency operation centers.²

The Sheriff's Department also conducts Search and Rescue operations through its Santa Clarita Valley station. Search and Rescue operations conducted by the Sheriff's Department are generally conducted in mountainous terrain (i.e., downed aircraft or lost hikers). The Santa Clarita Station Search and Rescue team uses the station's helicopter and has access to the Antelope Valley station's helicopter. Mutual aid exists with other Search and Rescue teams located both within and outside of Los Angeles County, and are organized through the State's Office of Emergency Services. Search and Rescue operations are funded through the Reserve Forces Bureau and private sources. Urban search and rescue operations, (i.e., rescues from building collapse), are performed by the County Fire Department.

The performance standards for the police services program as outlined in the City's 2002-2003 budget include:

¹ Per written communications with Patti A. Minutello, Captain of the Santa Clarita Valley Station, on March 3, 2004 and confirmed April 21, 2005.

² *Ibid.*



- ◆ Develop and implement a marketing plan to enhance the perception of the quality services provided by the City of Santa Clarita Valley's Sheriff's Department to the residents of the City;
- ◆ Work closely with community groups, individuals and other governmental organizations to define, develop and apply Community-based policy solutions to crime and quality-of-life problems in the Santa Clarita Valley; and
- ◆ Develop a civilian bicycle patrol team as part of our commitment to Community Based Policing.

The Sheriff's Department has established an optimal response time for services of 10 minutes or less for emergency response incidents (a crime that is presently occurring and is a life or death situation), 20 minutes or less for priority incidents (a crime or incident that is currently occurring but which is not a life or death situation) and 60 minutes or less for non-emergency responses (a crime that has already occurred and is not a life or death situation).³ 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 station's patrol area, and not necessarily responding from the station itself.

STATE EMERGENCY RESPONSE/EVACUATION PLANS

After the 1993 Oakland fire, the State of California passed legislation authorizing the State's Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program which sets forth measures by which a jurisdiction handles emergency disasters. By December 1996, each jurisdiction was required to show the Office of Emergency Services that it is in compliance with SEMS through a number of measures, including having an up-to-date emergency management plan, which would include an emergency evacuation plan. Non-compliance with SEMS can result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

The California Office of Emergency Services coordinates an emergency organizational network of local Emergency Operations Centers (EOCs) in the state's cities, regional EOCs within each county, and the California Office of Emergency Services. The regional office of the California Office of Emergency Services is located in Los Alamitos, and the Los Angeles County's EOC is located in downtown Los Angeles. The County Office of Emergency Management has prepared the County's Multi-Hazard Functional Plan, which details the coordination of County agencies during and after a catastrophic event and establishes the framework for the mutual aid agreements with the CHP, and federal, state, and other local governments in the region. It also serves as the emergency management plan (including emergency evacuation plan) for the entire County. The Los Angeles County Board of Supervisors adopted a revised plan on February 17, 1998.

³ Per information obtained from the Riverpark Draft EIR, telephone interview with Terri Beatty, Regional Allocation Police Services (RAPS) Coordinator, County of Los Angeles Sheriff's Department, Santa Clarita Valley Station, August 5, 2003.



CITY EMERGENCY RESPONSE/EVACUATION PLANS

The City of Santa Clarita has prepared a SEMS, which is responsible for emergency operations within City boundaries. The Santa Clarita City Manager is the Director of Emergency Services for the City. The primary emergency operations center for the City of Santa Clarita is City Hall, located at 23920 Valencia Boulevard. A secondary emergency operations center (should City Hall be unavailable) is the City's Corporate Yard facility, located at 25663 Avenue Stanford in the Valencia Industrial Center.⁴

The City of Santa Clarita serves as the EOC for the Santa Clarita Valley area. The Santa Clarita EOC works in cooperation and coordination with local and regional offices of the California Office of Emergency Services and the Los Angeles County Fire and Sheriff's Departments to coordinate community action in the event of a disaster, such as fire suppression, search and rescue, evacuation, post-disaster safety inspections, and clean-up efforts in its service area, which includes the City of Santa Clarita. The City's EOC can be entirely self-sustaining during disaster operations.⁵

CALIFORNIA HIGHWAY PATROL

The California Highway Patrol (CHP) provides traffic regulation enforcement for unincorporated Santa Clarita Valley and surrounding areas from its station located at 28648 The Old Road, near the interchange of Interstate 5 and State Route 126. The CHP patrols a service area of approximately 700 square miles, which includes Interstate 5, State Route 126, State Route 14, and all unincorporated areas and roadways. This service area extends westerly to the Ventura County line, east to Agua Dulce, north to State Route 138 (and along State Route 138 to Avenue 22 East), and south to State Route 118.

The primary responsibility of the CHP is to patrol State Highways and County roadways in the previously identified service area, enforce traffic regulations, respond to traffic accidents, and to provide service and assistance for disabled vehicles. In the Santa Clarita Valley area, the CHP maintains a Mutual Aid Agreement with the Los Angeles County Sheriff's Department. The Newhall CHP area is staffed by 73 uniform and nine non-uniform personnel.⁶ The Los Angeles and Orange County areas are served on a limited basis by a helicopter and a fixed wing aircraft based out of Fullerton Airport. From April 2001 through March 2002, the CHP responded to approximately 88,479 calls/contacts in its service area, including calls, which involved enforcement contacts (tickets and arrests), accidents, and motorist services (disabled vehicles).⁷

5.11.2 SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix A of this EIR. The Initial Study includes questions relating to sheriff services. The issues presented in the Initial Study

⁴ Per information from the Riverpark Draft EIR, telephone interview with Donna Nuzzi, Emergency Services Coordinator, City of Santa Clarita, November 20, 2002.

⁵ *Ibid.*

⁶ Per information from the Riverpark Draft EIR, written communication from Captain B. M. Kilmer, Commander, California Highway Patrol, Santa Clarita Valley Station, November 15, 2002.

⁷ Per information from the Riverpark Draft EIR, telephone interview with Lieutenant Todd Hoose, California Highway Patrol, Santa Clarita Valley Station, November 22, 2002.



Checklist have been utilized as thresholds of significance in this Section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

- ◆ Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

In addition to the above, the Sheriff Department's threshold of 1 deputy per 1,000 residents has been used for impact analysis.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.11.3 IMPACTS AND MITIGATION MEASURES

CONSTRUCTION IMPACTS

- ◆ **CONSTRUCTION ASSOCIATED WITH PHASE 1, PHASE 2, AND BUILDOUT OF THE PROPOSED MASTER PLAN WOULD RESULT IN AN INCREASE DEMAND FOR POLICE SERVICES.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: During the construction phase for Phase 1, Phase 2, and buildout of the proposed HMNMH Master Plan, Sheriff's service requirements on the project site would be increased over existing demands as a result of both increased persons and the presence of buildings and equipment on the project site.

The daytime population would increase due to the presence of construction workers on the project site. This increase in the daytime population would vary due to the type of construction activities being conducted (i.e., site grading, construction of structures, or infrastructure improvements).

There is a potential for increased calls for service to the project site as a result of the increased number of persons at the project site. Due to the presence of building materials, construction equipment, and related temporary office buildings, the potential for vandalism and theft is greater; thereby, increasing Sheriff's calls for service demands for property protection. Implementation of the recommended mitigation measure would reduce impacts to a less than significant level.

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 and would cease upon completion, resulting in less than significant impacts in this regard.



Mitigation Measures:

- SS1** During construction, private security patrols shall be utilized to protect the project site.

Level of Significance After Mitigation: Less Than Significant Impact.

OPERATIONAL IMPACTS

- ◆ **PHASE 1 OPERATIONS WOULD RESULT IN AN INCREASED DEMAND FOR SHERIFF SERVICES.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: The County of Los Angeles Sheriff's Department would have the responsibility to provide general law enforcement, including traffic control and enforcement, for the project site under the existing contract between the City and the County. While the proposed project would not directly induce population growth requiring additional Sheriff services, potential significant impacts to Sheriff services 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 (refer to Mitigation Measures SS2 through SS6), potentially significant security impacts to persons and property would be reduced to a less than significant level.

Mitigation Measures:

- SS2** As final building plans are submitted to the City for approval in the future, Sheriff's Department design requirements which reduce demands for service and ensure adequate public safety (such as those pertaining to site access, site security lighting), shall be incorporated into building designs.
- SS3** Project design shall landscape the project site with low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.
- SS4** Project design shall provide lighting, to the satisfaction of the Sheriff's Department, around and throughout the development to enhance crime prevention and enforcement efforts.
- SS5** Project design shall provide clearly visible (during the day and night) address signs and/or building numbers for easy identification during emergencies.
- SS6** Project design shall provide visibility of doors and windows from the street and between buildings.

Level of Significance After Mitigation: Less Than Significant Impact.



◆ **PHASE 2 OPERATIONS WOULD RESULT IN AN INCREASED DEMAND FOR SHERIFF SERVICES.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: Similar operational and project design impacts are anticipated by the Sheriff's Department for Phase 2 of the proposed project as those anticipated for Phase 1. It is anticipated that demands for Sheriff's services in the project area would increase above current levels. While the proposed project would not directly induce population growth requiring additional Sheriff services, potential significant impacts to Sheriff services 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 (refer to Mitigation Measures SS2 through SS6), potentially significant security impacts to persons and property would be reduced to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures SS2 through SS6. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

◆ **BUILDOUT OPERATIONS OF THE MASTER PLAN WOULD RESULT IN AN INCREASED DEMAND FOR SHERIFF SERVICES.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: Buildout conditions of the proposed HMNMH Master Plan would result in similar operational and project design impacts as in Phases 1 and 2. Upon buildout completion of the proposed project, it is anticipated that demands for Sheriff's in the project area would increase above current levels. The project would not directly contribute to population growth requiring additional Sheriff services. However, potential significant impacts to Sheriff services could arise as a result of project design, landscape materials and building orientation. Implementation of the recommended mitigation measures would ensure sheriff services impacts are reduced to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures SS2 through SS6. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

EMERGENCY RESPONSE/EVACUATION PLANS

◆ **DEVELOPMENT ASSOCIATED WITH PHASE 1, PHASE 2, AND BUILDOUT OF THE PROPOSED MASTER PLAN COULD IMPACT CITY EMERGENCY RESPONSE/EVACUATION PLANS.**

Level of Significance Prior to Mitigation: Less Than Significant Impact.



Impact Analysis: The City's Emergency Preparedness Plan (Plan) details the City's specific responsibilities before, during and after an emergency. The Plan is in compliance with the State Emergency Services Plan. The proposed development would not impair or physically interfere with the Plan. The Plan does not identify any emergency access routes, however, McBean Parkway is a major arterial through the City and provides access to Interstate 5 for emergency evacuation. Additionally, it is anticipated that traffic flow would be temporarily impacted along McBean Parkway during construction of Phase 1, Phase 2, or the subsequent buildout of the proposed HMNMH Master Plan. Any street closures or temporary obstruction would be subject to all emergency access standards and requirements, and/or reviewed by the Los Angeles County Fire Department, thus, reducing impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not applicable.

CALIFORNIA HIGHWAY PATROL SERVICES

- ◆ **DEVELOPMENT ASSOCIATED WITH PHASE 1, PHASE 2, AND BUILDOUT OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASED DEMAND FOR CALIFORNIA HIGHWAY PATROL SERVICES.**

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Impact Analysis: Upon completion of Phase 1, Phase 2, and the subsequent buildout of the proposed HMNMH Master Plan, demands for CHP services on highways surrounding the project site would increase due to vehicular traffic generated by the project. Through increased revenues generated by the proposed project, funding for additional staffing and equipment would be available to the CHP and would be allocated by the State CHP office to the Santa Clarita Valley Station to meet future demands. Based on the CHP's anticipation to maintain this same level of service, no significant project-related impacts on CHP services are anticipated.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not applicable.

5.11.4 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- ◆ **DEVELOPMENT OF THE PROPOSED PROJECT, IN CONJUNCTION WITH OTHER CUMULATIVE PROJECTS IN THE SANTA CLARITA VALLEY, WOULD INCREASE DEMANDS FOR POLICE PROTECTION SERVICES.**

Level of Significance Prior to Mitigation: Less Than Significant Impact.



Impact Analysis: Cumulative population growth attributable to the proposed project and related projects would decrease the existing level of service of the Sheriff's Department in the City and unincorporated areas in the Santa Clarita Valley. However, as the proposed project and related projects are developed, tax revenues from property and sales taxes would be generated and accrued by the City of Santa Clarita and Los Angeles County, as applicable. 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 Sheriff's Substation in response to related demands. Although the proposed project and related projects would increase demands for Sheriff's services, these service demands can be met through the allocation of revenues collected from the cumulative project developments using existing sources. Therefore, no significant impacts are anticipated.

Increased revenues generated by the proposed project and related projects via motor vehicle registration fees paid by new on-site residents and businesses would provide funding for additional staffing and equipment for the CHP that could be allocated by the State CHP office to the Santa Clarita Valley Station to meet future demands. Based on the CHP's anticipation to maintain the same level of service, no significant cumulative impacts on CHP services are anticipated.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not applicable.

EMERGENCY RESPONSE/EVACUATION PLANS

- ◆ **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT, IN CONJUNCTION WITH OTHER CUMULATIVE PROJECTS IN THE SANTA CLARITA VALLEY, COULD IMPACT CITY EMERGENCY RESPONSE/EVACUATION PLANS.**

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Impact Analysis: The resident and daytime populations of the cumulative project sites would increase above current levels upon buildout of the proposed project and related projects. These populations would be subject to potential emergencies (e.g., earthquake, fire, etc.). However, all development projects in the Santa Clarita Valley are subject to review and approval by the Los Angeles County Fire Department, which requires that, among other conditions, adequate access exists for emergency vehicles. Given that the proposed project and related cumulative projects would be required to provide adequate emergency vehicle access, cumulative development would not adversely affect or prevent implementation of any emergency response or evacuation plans. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not applicable.



5.11.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project (Phase 1, Phase 2, and buildout) would not result in any significant unavoidable sheriff service impacts with the imposition of the recommended mitigation measures. As such, no significant unavoidable impacts would result from implementation of the Henry Mayo Newhall Memorial Hospital Master Plan.



Henry Mayo Newhall Memorial Hospital
Master Plan
Program Environmental Impact Report

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