



SECTION 5.10

Police Protection



5.10 POLICE PROTECTION

This section provides an analysis of police protection services, which is based on information provided by the Los Angeles County Sheriff's Department (LASD) and the California Highway Patrol (CHP). The LASD 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.

5.10.1 REGULATORY SETTING

STATE REGULATIONS

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 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. In summary, the program sets forth measures by which a jurisdiction handles emergency disasters. 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. 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 (EOC) 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.

CITY OF SANTA CLARITA

GENERAL PLAN

Applicable goals, objectives, and policies from the *General Plan Safety and Land Use Elements* are listed below.



Law Enforcement

Goal S 5: Protection of public safety through the provision of law enforcement services and crime prevention strategies.

Objective S 5.1: Cooperate with the Los Angeles County Sheriff's Department's plans for expansion of facility space to meet current and future law enforcement needs in the Santa Clarita Valley.

Policy S 5.1.3: Cooperate on implementation of funding mechanisms for law enforcement services.

Objective S 5.2: Cooperate with the Sheriff's Department on crime prevention programs to serve residents and businesses.

Policy S 5.2.1: Promote and participate in the Business Watch program to assist business owners in developing and implementing crime prevention strategies.

Policy S 5.2.2: Promote and support Neighborhood Watch programs to assist residents in establishing neighborhood crime prevention techniques.

Policy S 5.2.3: Provide code enforcement services to maintain minimum health and safety standards and as a deterrent to crime.

Healthy Neighborhoods

Goal LU 3: Healthy and safe neighborhoods for all residents.

Objective LU 3.3: Ensure that the design of residential neighborhoods considers and includes measures to reduce impacts from natural or man-made hazards.

Policy LU 3.3.4: Evaluate service levels for law enforcement and fire protection as needed to ensure that adequate response times are maintained as new residential development is occupied.

Policy LU 3.3.5: Through the development review process, ensure that all new residential development is provided with adequate emergency access and that subdivision and site designs permit ready access by public safety personnel.

Policy LU 3.3.7: Ensure adequate addressing in all residential neighborhoods for emergency response personnel.

EMERGENCY RESPONSE/PREPAREDNESS PLANS/ EVACUATION PLANS/EVACUATION ROUTES

The City of Santa Clarita is in compliance with SEMS and 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.¹

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, Metrolink accident, truck incident, terrorism, nuclear attack, and civil unrest. 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 response²:

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; and
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 adopted and implemented the National Incident Management System (NIMS) to comply with the 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. Since the federal government modeled NIMS after SEMS, the two systems use similar terminology and procedures, although NIMS also includes new requirements for reporting and qualifications³.

¹ Per information from the *Riverpark Draft EIR*, Impact Sciences, Inc. March 2004, and telephone interview with Donna Nuzzi, Emergency Services Coordinator, City of Santa Clarita, November 20, 2002.

² *Vista Canyon Draft Environmental Impact Report*, Impact Sciences, Inc., October 2010.

³ Ibid.



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.⁴

EMERGENCY EVACUATION ROUTES⁵

The City has freeway access along three routes (I-5 and SR-14 going north and south, and SR-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 alternative travel routes through and out of the City. The proposed site is located adjacent to SR-14, one of the designated evacuation routes.

5.10.2 ENVIRONMENTAL SETTING

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

The LASD Santa Clarita Valley Station is responsible for providing traffic control in the City by the Sheriff and general law enforcement to the City of Santa Clarita through a vesting contract between the two agencies. The agreement between the City and LASD 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 allocated 13 percent, \$18,925,099 of its 2009-2010 annual operating budgets to law enforcement services.⁶

The Santa Clarita Valley Sheriff Station is responsible for providing general law enforcement to the project site. The Sheriff Station is located near the intersection of Magic Mountain Parkway and Valencia Boulevard, at 23740 Magic Mountain Parkway in Santa Clarita, which is approximately eight miles from the project site. The service area boundaries of the Santa Clarita Valley Sheriff Station includes 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. The Sheriff Station maintains a staff of 171 sworn officers, and serves an area of 656 square miles and a population of approximately 252,000 residents. The LASD 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 Sheriff Station is operating at a service level of one deputy per every 1,532 residents and existing service level ratios are not at a desired level. Equipment and services provided to the City include 24-hour designated County cars, helicopters, search and rescue, mounted posse, and emergency operation centers.⁷

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

⁵ *Vista Canyon Draft Environmental Impact Report*, Impact Sciences, Inc., October 2010.

⁶ Ibid.

⁷ Ibid.



The LASD 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 (immediate) incidents (a crime or incident that is currently occurring but which is not a life or death situation) and 60 minutes or less for routine (non-emergency) responses (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 station's patrol area, and not necessarily responding from the station itself.

The LASD 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 Sheriff 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 the annual budget update in any given fiscal year, the City includes goals and programs for providing adequate protection services from the LASD. The performance standards for the police services program as outlined in the City's 2010-2011 budget include⁸:

- Work to ensure neighborhoods and business communities are kept free from the blight of graffiti.
- Work to continue reducing Part 1 (major) crimes.
- 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; and
- Reduce collisions through officer enforcement and use of red light photo enforcement program.

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 (I-5) and State Route 126 (SR-126). The CHP patrols a service area of approximately 700 square miles, which includes I-5, SR-126, State Route 14 (SR-14), and all unincorporated areas and roadways. This service area extends westerly to the

⁸ Ibid.



Ventura County line, east to Agua Dulce, north to State Route 138 (SR-138), and south to SR-118.

The primary responsibility of the CHP is to patrol State Highways and unincorporated County roadways in the previously identified service area, enforce traffic regulations, respond to traffic accidents, and to 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.

In the Santa Clarita Valley area, the CHP maintains a Mutual Aid Agreement with LASD. The Newhall CHP office is staffed by 73 uniform and nine civilian employees. 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. 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. Additionally, 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 the geographical needs within the station area's boundaries based on the service area's unique requirements and budget constraints. The Newhall CHP office reviews staffing allocation quarterly, and has indicated that its facilities and staffing are adequate to meet current demands in its service area.

The primary funding source for CHP facilities and staffing is state motor vehicles 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.

LAW ENFORCEMENT FACILITIES FEES FOR NORTH LOS ANGELES COUNTY⁹

On June 24, 2008, the Los Angeles Board of Supervisors adopted law enforcement facilities fees for North Los Angeles County. The mitigation fee is for new residential, commercial, office, and industrial areas located within the unincorporated areas of North Los Angeles County referred to as Santa Clarita, Newhall, and Gorman (the law enforcement facilities fee zones). 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. 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.

⁹ Vista Canyon Draft Environmental Impact Report, Impact Sciences, Inc., October 2010.



The amount of the fee established must be reviewed annually by the LASD and the County-Auditor-Controller. 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 Santa Clarita 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;
- 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 of industrial unit: \$35.00; or
- Per square-foot of industrial space: \$0.03.

The City 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 Valley Sheriff 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.

5.10.3 SIGNIFICANCE THRESHOLD CRITERIA

The *City of Santa Clarita Local CEQA Guidelines* (Resolution 05-38) adopted on April 26, 2005 and the Initial Study Environmental Checklist form in *CEQA Guidelines* Appendix G serve as the thresholds for determining the significance of impacts relating to police protection. In addition, the Los Angeles County Sheriff's Department's threshold of one deputy per 1,000 residents has been used. As such, a project would be considered to have a significant environmental impact if it would result in the following:

- 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.



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.

5.10.4 PROJECT IMPACTS AND MITIGATION MEASURES

CONSTRUCTION-RELATED IMPACTS

- **CONSTRUCTION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASE DEMAND FOR POLICE PROTECTION.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis: During the construction of the proposed project, the LASD 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 Mitigation Measure PP-1 would reduce impacts to a less than significant level.

Construction-related traffic on the project site also is not expected to result in impacts on the CHP, whom regulate traffic in the City. Slow-moving construction-related traffic on adjacent roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the area. However, this 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. In order to prevent slow-moving construction impacts, Mitigation Measure PP-2 has been included to have prepared a construction traffic control plan prior to the initiation of any construction activities, and reduce impacts to a less than significant level.

Mitigation Measures:

- PP-1 During construction, private security patrols shall be utilized to protect the project site.
- PP-2 Prior to construction activities, the project applicant shall have a construction traffic control plan approved by the City of Santa Clarita.



Level of Significance After Analysis and Mitigation: Less Than Significant Impact.

OPERATIONAL IMPACTS

- **OPERATION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASED DEMAND FOR POLICE PROTECTION.**

Level of Significance Before Analysis and Mitigation: Potentially Significant Impact.

Impact Analysis: The LASD would have the responsibility to provide general law enforcement, including traffic control and enforcement, for the proposed project under the existing contract between the City and the County. Based upon a growth rate of 3.089 persons per single-family dwelling unit, the proposed project would yield a population growth of approximately 306 persons.¹⁰ As such, the proposed project would generate an increased demand for police services; however the population growth for the project site has been accounted for in the *General Plan*. Therefore, impacts related to police staff or facilities impacts would be less than significant.

Additionally, potential significant impacts to police protection could arise as a result of project design. Incorporation of safety design techniques into the project design (refer to Mitigation Measures PP-3 through PP-5) and implementation of applicable *General Plan* goals and policies, potentially significant security impacts to persons and property would be reduced to a less than significant level.

Mitigation Measures:

- PP-3 As building plans are submitted to the City for approval in the future, Los Angeles County 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.
- PP-4 Project design shall provide clearly visible address signs for easy identification during emergencies.
- PP-5 Project design shall provide lighting, to the satisfaction of the Los Angeles County Sheriff's Department, around and throughout the development to enhance crime prevention and enforcement efforts.

Level of Significance After Analysis and Mitigation: Less Than Significant Impact.

¹⁰ Based on an estimate of 3.089 persons per household obtained from the State of California, Department of Finance, *City/County Population and Housing Estimates, 2010, Revised 2001-2004, with 2000 DRU Benchmark*, Sacramento, California, May 2010.



5.10.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD INCREASE DEMANDS FOR POLICE PROTECTION SERVICES.**

Level of Significance Before Analysis and 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 LASD 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 Station in response to related demands. Although the proposed project and related projects would increase demands for police services, these service demands can be met through the allocation of revenues collected from the cumulative project developments using existing sources. Therefore, less than 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 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, less than significant cumulative impacts on CHP services are anticipated.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Analysis and Mitigation: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

All potentially significant impacts related to police protection are at less than significant levels or can be reduced to a level less than significant with implementation of applicable *General Plan* goals and policies and applicable mitigation measures. As such, implementation of the proposed project would not result in any significant unavoidable police protection impacts.

5.10.7 SOURCES CITED

Santa Clarita General Plan, adopted June 14, 2011.

Draft Program Environmental Impact Report for the City of Santa Clarita's Proposed One Valley One Vision General Plan, Impact Sciences, Inc., September 2010.



Final Program Environmental Impact Report for the City of Santa Clarita's Proposed One Valley One Vision General Plan, Impact Sciences, Inc., dated May 2011, certified June 14, 2011.

Los Angeles County Sheriff's Department Website, <http://sheriff.lacounty.gov/wps/portal/lasd>, accessed October 2010.

Vista Canyon Draft Environmental Impact Report, Impact Sciences, Inc., October 2010.

Riverpark Draft Environmental Impact Report, Impact Sciences, Inc., March 2004.



This page intentionally left blank.