

SUMMARY

Primary police protection service for the City of Santa Clarita, including The Master's College, is provided by the County of Los Angeles Sheriff's Department Santa Clarita Valley Substation under a contract between the two agencies. Additionally, the Department of California Highway Patrol provides traffic regulation enforcement; emergency incident management; and service and assistance on Interstate 5 (I-5), State Route 126 (SR-126), State Route 14 (SR-14), and other major roadways in the unincorporated portions of the Santa Clarita Valley area. Finally, The Master's College maintains a Campus Security Department that serves the campus.

Implementation of the proposed Master Plan and 54 condominium units would incrementally increase the demand for Sheriff's Department services on the project site and the local vicinity in terms of personnel and equipment needed to adequately serve the project site at buildout. Other project components, including the extensions of Dockweiler Drive and Deputy Jake Drive and the dedication of 20.5 acres of vacant land for future parkland/open space purposes would not generate a resident population which would increase the demand for Sheriff's Department services. Additionally, removal of a 0.75-million-gallon water tank followed by installation of a 5.0-million-gallon water tank would not increase the demand for Sheriff's Department services. The project would generate revenue for the City of Santa Clarita through property taxes, sales taxes, users' taxes, fees, and assessments. Although the project would increase demands for Sheriff's services, the most common and frequent service demands can be met by The Master's College Campus Security. Therefore, no significant impacts to the Sheriff's Department would result from project implementation. Additionally, the CHP has indicated that the proposed project would not have a significant impact on the services they provide.

Student, staff, and faculty populations at The Master's College and residents of the 54 condominium units would be subject to the same potential hazards as existing City residents. The City's Emergency Evacuation Plans are amended periodically to provide for the safe evacuation of all Valley residents and employees. The City would update the current Emergency Evacuation Plan to reflect the extension of Dockweiler and Deputy Jake Drives. Therefore, no significant impacts would occur relative to emergency evacuation in the event of a natural or manmade disaster.

The cumulative impact of the project in combination with other expected growth, the amount and location of growth expected to occur in addition to that of the project, was also assessed. The Sheriff's station that serves the City of Santa Clarita considers existing service less than adequate due to the insufficient equipment. The project in combination with other expected growth would generate revenue for the City of Santa Clarita through property taxes, sales taxes, users taxes, fees, and assessments. The addition of funding and officers as a result of revenue generated from cumulative development would provide for needed equipment and additional officers to maintain adequate response times. The City's Emergency Evacuation Plans are amended periodically to provide for the safe

evacuation of all Valley residents and employees such that no significant cumulative impacts would occur relative to emergency evacuation in the event of a natural or manmade disaster. Funding for additional CHP staffing and equipment would be available to the CHP through increased revenues generated by cumulative development projects as they build out and could be allocated by CHP Headquarters in Sacramento to the Santa Clarita Valley station to meet future demands. Therefore, no significant cumulative impacts on the CHP are anticipated.

INTRODUCTION

The following analysis of police services is based on information provided by the Sheriff's Department, CHP and The Master's College Campus Security. 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.

EXISTING CONDITIONS

Los Angeles County Sheriff's Department

The Santa Clarita Valley Station of the County of Los Angeles Sheriff's Department is responsible for providing general law enforcement to the City of Santa Clarita under the provisions of a contract between the two agencies. As **Figure 5.9.2-1, Sheriff Station Location**, illustrates, this station is located in Valencia near the intersection of Magic Mountain Parkway and Valencia Boulevard at 23740 Magic Mountain Parkway, which is approximately 4 miles northwest of the project site.

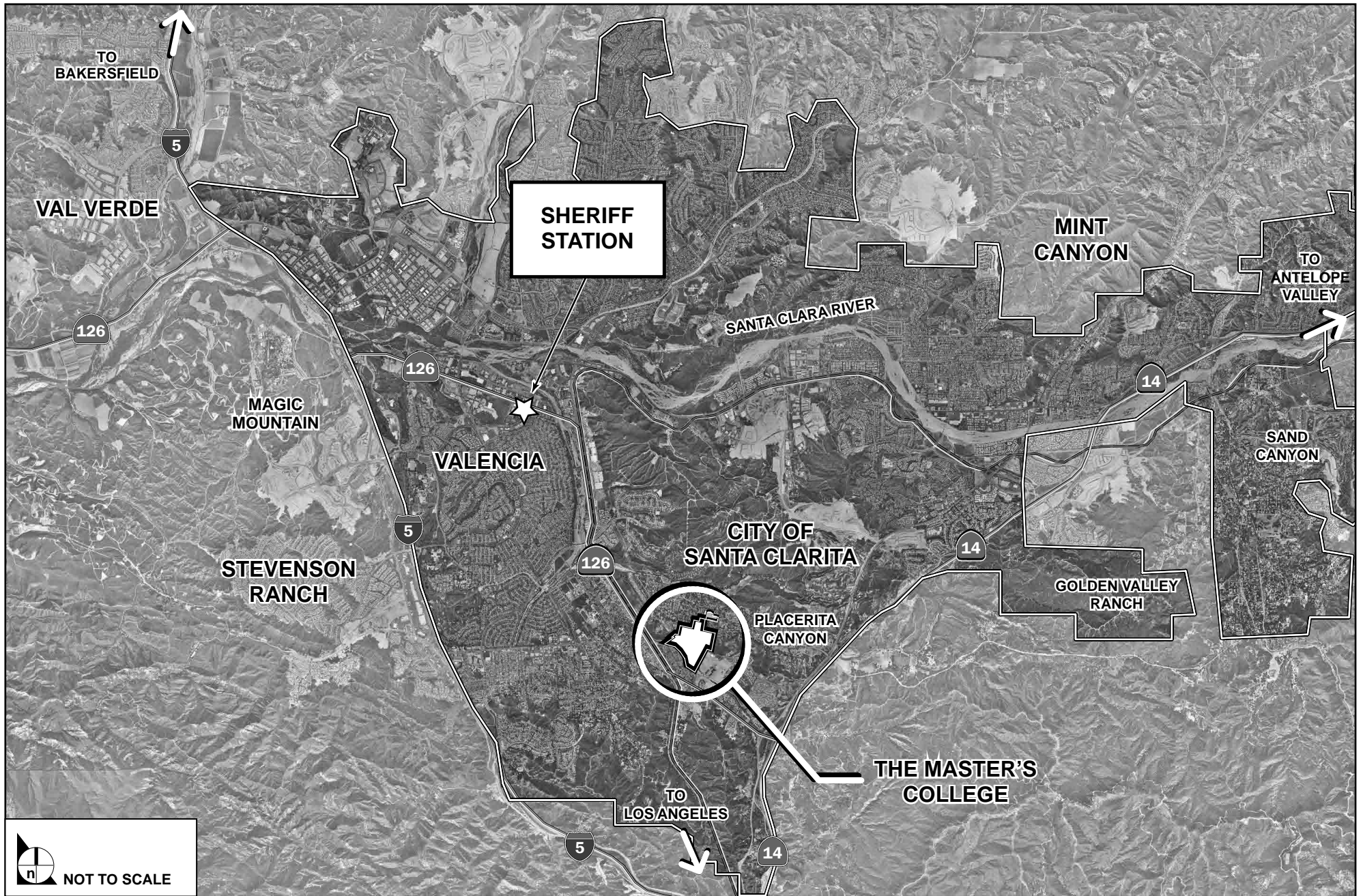
The Santa Clarita Valley Sheriff Station is responsible for providing general law enforcement to the project area. The Sheriff station currently maintains a staff of 171 sworn officers and serves an area of 656 square miles and a population of approximately 222,000.¹ Equipment and services provided to the City through the station include 24-hour designated County cars, helicopters, search and rescue, mounted posse, and emergency operation centers. The Sheriff's Station does not consider existing equipment adequate; however, there are plans to obtain more radio cars.²

The Sheriff's Department has a target population ratio of 1 deputy per 1,000 residents.³ With current staffing of 171 sworn deputies, the existing ratio is approximately 1 deputy per 1,300 residents.

¹ Telephone communication with Deputy Patrick Rissler, County of Los Angeles Sheriff's Department, Santa Clarita Valley Station, December 5, 2006.

² Ibid.

³ Ibid.



SOURCE: The Los Angeles County Sheriff's Department - February 2007

FIGURE 5.9.2-1

Sheriff Station Location

The Sheriff's Department responds to emergency incidents (a crime that is presently occurring and is a life or death situation) and non-emergency incidents (a crime or incident that is currently occurring or has occurred and is not a life or death situation). 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 Santa Clarita Valley Station currently operates at a response time of 4 minutes for emergency calls and 9 minutes for routine calls, which the Station considers sufficient.⁴ These response times are approximations only, and would be dependent on both the deployment of area radio cars and traffic conditions. Therefore, response times to the project site are considered sufficient as defined by the Sheriff's Department.

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 plane 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 is 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.

A vesting contract between the City of Santa Clarita and the County of Los Angeles provides Sheriff services for law enforcement services within City boundaries. The agreement between the two parties is renewable for successive periods of five years each. The current contract between the City of Santa Clarita and the County of Los Angeles will expire on June 30, 2009. Funding for the Sheriff's Department in the City is provided by the City under the terms of the vesting contract and through collection of developer fees. The rates of service provided in the contract are readjusted by the County-Auditor-Controller annually on July 1 to reflect amendments to County salaries and employee benefits. Consequently, because of contractual agreements between the City and County of Los Angeles, optimal response times to the project site are within acceptable time frames as defined by the Sheriff's Department. In January 2008, the City adopted an increase to the developer fee, which the proposed project would be subject to.

⁴ Ibid.

State Emergency Response/Evacuations 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. Noncompliance 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 City EOC is located in City Hall at 23920 Valencia Boulevard. 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.

Funding for the Office of Emergency Services is primarily from the City's General Fund, while other funding may come from the Federal Government's Federal Emergency Management Act and Homeland Security. Funding is used two ways. The first is for public assistance in the event of a disaster. The second is for hazard mitigation to avert a potential disaster.⁵

City Emergency Response/Evacuation Plans

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.

⁵ Telephone interview with Donna Nuzzi, Emergency Services Coordinator, City of Santa Clarita, January 26, 2007.

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 cleanup efforts in its service area, which includes the City of Santa Clarita. The City's EOC can be entirely self-sustaining during disaster operations.⁶

California Highway Patrol

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

The primary responsibility of 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. The secondary mission of the CHP is to provide assistance to all law enforcement agencies under emergency conditions. In the Santa Clarita Valley area, the CHP maintains a Mutual Aid Agreement with the Los Angeles County Sheriff's Department.

The Newhall Area Station area is staffed by 73 sworn officers and 9 civilian employees. The Los Angeles and Orange County areas are served on a limited basis by a helicopter and a fixed wing aircraft based at Fullerton Airport. There are currently no plans to centrally base a helicopter to service the Los Angeles County Basin. The Newhall CHP has indicated that its facilities and staffing are adequate to meet current demands in its service area.⁷

The Master's College Campus Security

The Master's College Campus Security provides protective services for students. Such services include 24/7 campus patrols, emergency responses, campus escorts, door unlocks, and enforcement of the vehicle code. The College currently employs 14 full-time officers and 1 part-time officer, which are included in the staff numbers provided in **Section 4.8, Population and Housing**, of this EIR. While staffing is considered acceptable, the target staff ratio is one officer for every 57 students. The actual ratio is one

⁶ Ibid.

⁷ Telephone interview with Lieutenant Mark Odle, California Highway Patrol, Newhall Area Station, November 17, 2006.

officer for every 72 students. Campus Security interfaces with the Sheriff's Department when a situation involves a convictable offense of a misdemeanor or felony by an individual on campus and for situations involving threats that are beyond the college's ability to respond. Campus Security interfaces with the Los Angeles County Fire Department when a situation involves a 911 medical condition, fire, fire alarms, community emergency response training, and other periodic emergency training.

Campus Security and the Safety Director are responsible for emergency evacuation and search and rescue plans, with prearranged routes and muster points. Fire Department assistance would be required if there is a fire, gas leak, or water leak that would threaten the college. Assistance would also be needed to transport any injured individuals to a medical facility.⁸

PROJECT IMPACTS

Significance Threshold Criteria

According to the City of Santa Clarita Environmental Guidelines, a project would have a significant effect on the environment if it would:

- Substantial adverse physical impacts associated with the provision of new or expanded sheriff and highway patrol protection services or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

Construction-Related Impacts

During project construction, Sheriff's service requirements on the project site would be incrementally increased over existing demands as a result of both increased persons and the presence of new buildings and equipment on the 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). 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. However, during the construction phase of the project, response times for emergency and non-emergency calls are not expected to vary from those currently experienced by the campus and the surrounding residential uses.

⁸ Email correspondence with Nathan Scroggins, Director of Security, Master's College Campus Security, December 15, 2006.

During construction activities, The Master's College Campus Security would be utilized to protect the project site; thereby reducing potential demands on the existing Sheriff's Department resources. Given the presence of Campus Security personnel, the project is not expected to affect the existing level of service being provided by the Sheriff's Department.

Construction-related traffic on the project site is not expected to result in impacts on the CHP, which regulates traffic in the unincorporated areas of the Santa Clarita Valley. 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.

Operational Impacts

Over the 10-year buildout of the project, development of the site would involve the construction of new campus buildings and building expansions, including a chapel/conference center, dormitories and classrooms. It is estimated that the proposed project would allow The Master's College to accommodate an additional 600 students. In addition to the proposed Master Plan, the project would involve the extension of Dockweiler Drive and Deputy Jake Drive, site preparation for the future construction of 54 condominium units, the dedication of 20.5 acres of vacant land to the City for future parkland/open space purposes, and removal of a 0.75-million-gallon water tank followed by installation of a 5.0-million-gallon water tank.

Los Angeles County Sheriff's Department

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. Demands for Sheriff's Department services in the project area would increase above current levels upon buildout of the project. However, it is also expected that the number of calls received and the type of incidents at the project site as it builds out would be similar in frequency and character to those currently experienced. When considering the proposed 54 condominium units and assuming all 600 additional students would live on or near campus and do not currently live in the Sheriff's Department service area, the officer to population ratio would decrease by less than 1 percent. The extension of Dockweiler Drive and Deputy Jake Drive, the dedication of 20.5 acres of vacant land for future parkland/open space purposes, and removal of a 0.75-million-gallon water tank followed by installation of a 5.0-million-gallon water tank would not generate a resident population which would decrease the officer-to-population ratio. The City of Santa Clarita has adopted developer fees for all new construction within the area served by the Santa Clarita Sheriff's Station, which will provide funding for

additional law enforcement resources to serve the project area. Additionally, The Master's College Campus Security would respond to all calls for service that do not involve a convictable offense of a misdemeanor or felony by a student, faculty, staff or community member or other threats outside of Campus Security capabilities. As current response times are considered adequate and The Master's College Campus Security would continue to handle many of the calls for service generated on campus, and with the payment of city-mandated developer fees, project impacts would be less than significant.

City Emergency Response/Evacuation Plans

Upon buildout, student, staff, and faculty populations on The Master's College campus and residents within the 54 condominium units would increase above current levels. These populations would be subject to potential emergencies (e.g., earthquake, fire, etc.). The extension of Dockweiler Drive and Deputy Jake Drive, the dedication of 20.5 acres of vacant land for future parkland/open space purposes, and removal of a 0.75-million-gallon water tank followed by installation of a 5.0-million-gallon water tank would not generate a resident population which would decrease the officer to population ratio. In compliance with the state's Standard Emergency Management System, the City includes campus evacuation within its adopted Emergency Management Plan. The Emergency Management Plan would be updated to reflect the extension of Dockweiler and Deputy Jake Drives in addition to the relocation of the main campus entrance to Dockweiler Drive and all on-campus circulation modifications. With the update of the City Emergency Management Plan, impacts to emergency response/evacuation plans would be less than significant.

California Highway Patrol

Upon buildout, demands for CHP services on highways in the unincorporated areas surrounding the project site could potentially increase due to vehicular traffic generated by additional students, staff and faculty commuting to and from The Master's College and 54 condominium units. However, the CHP has indicated that it would not be affected by the proposed project.⁹ Therefore, impacts to the CHP are considered less than significant.

Campus Security

Campus Security's main concern with the proposed expansion is the additional physical area under their jurisdiction in terms of usable land and buildings. Additional video surveillance equipment would be

⁹ Phone conversation with Lieutenant Mark Odle, California Highway Patrol, Newhall Area Station, November 17, 2006.

installed as part of the expanded campus and to supplement routine officer patrols.¹⁰ Incorporation of this surveillance equipment in addition to safety standards mandated by the Fire and Sheriff's Department would result in a less than significant impact to Campus Security services.

MITIGATION MEASURES ALREADY INCORPORATED INTO THE PROJECT

5.9.2-1: Prior to the issuance of building permits, the project applicant shall participate in the Police Facility Fee Program to the satisfaction of the City of Santa Clarita.

MITIGATION MEASURES PROPOSED BY THIS EIR

The proposed project would not result in significant impacts to sheriff services; consequently no mitigation measures are recommended by this EIR.

CUMULATIVE IMPACTS

Los Angeles County Sheriff's Department

In order to analyze the cumulative impacts of this project in combination with other expected future growth, the amount and location of growth expected to occur in addition to that of the project were predicted.

The cumulative development scenario (referred to as the "Santa Clarita Valley (SCV) Cumulative Build-Out Scenario") entails buildout of all lands under the current land use designations indicated in the City of Santa Clarita General Plan and the Los Angeles County Santa Clarita Valley Area Plan, plus the project, plus all known active pending General Plan Amendment requests for additional urban development in the City of Santa Clarita and unincorporated areas of Santa Clarita Valley. In this report, the Planning Area is often referred to as the "Valley". A list of the future development activity (with and without the project) expected in the Valley under the Santa Clarita Valley Cumulative Build-Out Scenario is presented below in **Table 5.9.2-1, Cumulative Development Activity – Santa Clarita Valley Cumulative Build-Out Scenario**.

¹⁰ Email correspondence with Nathan Scroggins, Director of Security, Master's College Campus Security, December 15, 2006.

**Table 5.9.2-1
Cumulative Development Activity – Santa Clarita Valley Cumulative Buildout Scenario**

Land Use Types	Cumulative Buildout		Cumulative Buildout w/ Project
	w/o Project ¹	Project	
Single Family	93,720 du		93,720 du
Multi-Family	48,703 du	54 du	48,757 du
Mobile Home	2,699 du		2,699 du
Commercial Retail	19,899,030 sq. ft.		19,899,030 sq. ft.
Hotel	2,071 rooms		2,071 rooms
Sit-Down Restaurant	283,790 sq. ft.		283,790 sq. ft.
Fast Food Restaurant	23,600 sq. ft.		23,600 sq. ft.
Movie Theater	3,300 seats		3,300 seats
Health Club	54,000 sq. ft.		54,000 sq. ft.
Car Dealership	411,000 sq. ft.		411,000 sq. ft.
Elem./Middle School	278,953 students		278,953 students
High School	12,843 students		12,843 students
College	29,348 students	600 students	29,948 students
Hospital	247,460 sq. ft.		247,460 sq. ft.
Library	171,790 sq. ft.		171,790 sq. ft.
Church	501,190 sq. ft.		501,190 sq. ft.
Day Care	785,000 sq. ft.		785,000 sq. ft.
Industrial Park	41,743,950 sq. ft.		41,743,950 sq. ft.
Business Park	8,424,330 sq. ft.		8,424,330 sq. ft.
Manufacturing/Warehouse	3,932,470 sq. ft.		3,932,470 sq. ft.
Utilities	1,150,240 sq. ft.		1,150,240 sq. ft.
Commercial Office	6,380,520 sq. ft.		6,380,520 sq. ft.
Medical Office	133,730 sq. ft.		133,730 sq. ft.
Golf Course	1,238.0 ac		1,238.0 ac
Developed Parkland	493.3 ac		493.3 ac
Undeveloped Parkland	1,000.0 ac		1,000.0 ac
Special Generator ²	413.0 sg		413.0 sg

Source: City of Santa Clarita

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

¹ Santa Clarita Valley Consolidated Traffic Model (2004). Includes existing development, buildout under the existing City of Santa Clarita General Plan and Santa Clarita Valley Area Plan and active pending General Plan Amendment requests.

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

Excluding the project, total residential population within the Valley under this Build-Out Scenario would be 435,291 persons. With the project, assuming all additional 600 students would reside on or near campus and the population increase associated with the multi-family residences, the total resident population in the Valley would be 435,958 persons. Using the desired officer-to-population ratio of 1 officer per 1,000 persons, Valley buildout (exclusive of the project) would require a total of 435 sworn officers, or approximately 264 more sworn officers than currently work in the Valley. As stated above, the extension of Dockweiler Drive and Deputy Jake Drive, dedication of 20.5 acres of vacant land for future parkland/open space purposes and installation of a 5.0-million-gallon water tank would not generate a resident population which would decrease the officer-to-population ratio. The addition of funding as a result of cumulative development would provide for needed equipment and additional officers to maintain existing adequate response times. This level of service would be maintained, as each project will be funded by the City of Santa Clarita through developer fees. Therefore, cumulative impacts to sheriff services would be less than significant.

City Emergency Response/Evacuation Plans

New resident and daytime populations at the project site and in the Santa Clarita Valley would increase under the Santa Clarita Valley Cumulative Build-Out Scenario. These new populations would be subject to the same potential hazards as existing City residents. The City's Emergency Evacuation Plans will be amended periodically to provide for the safe evacuation of all Valley residents and employees and assure that no significant cumulative impacts would occur relative to emergency evacuation in the event of a natural or man-made disaster.

California Highway Patrol

Demands for CHP services on the area's highways and unincorporated Santa Clarita Valley would increase under the Santa Clarita Valley Cumulative Build-Out Scenario due to related increases in vehicular traffic generated by such development. It is anticipated that increases in CHP patrol officers would be required in the area to enforce traffic regulations in new developments and to respond to traffic accidents and disabled vehicles. Cumulative development would increase traffic on existing roadways and increase the numbers and lengths of roadways patrolled by the CHP, and would, therefore, increase demands for CHP services in the area. The CHP has indicated that they will continue to provide service to the best of their ability, regardless of whether or not staffing levels are increased.¹¹

¹¹ Telephone interview with Lieutenant Mark Odle, California Highway Patrol, Santa Clarita Valley Station, January 6, 2004.

Through increased revenues generated by cumulative development (via motor vehicle registration fees paid by new residents and businesses), funding for additional staffing and equipment could be allocated by the state CHP office to the Santa Clarita Valley Station to meet future demands. As the revenue base and method of funding allocation that are in place as of this writing provide for adequate CHP service in the area, it is anticipated that the current level of service would be provided in the future through these same funding sources and allocation methods.¹² In light of this information, no significant cumulative impacts on CHP services are anticipated.

Campus Security

The Master's College Campus Security is solely responsible for service to The Master's College campus. As such, the cumulative buildout in the Santa Clarita Valley would have a less than significant impact on services provided by Campus Security.

CUMULATIVE MITIGATION MEASURES

No significant cumulative impacts to sheriff services would result from Valley buildout, which would include the proposed project; consequently, no mitigation measures are recommended by this EIR.

UNAVOIDABLE SIGNIFICANT IMPACTS

Project-Specific Impacts

No significant project-specific impacts to sheriff services would occur with project implementation.

Cumulative Impacts

No significant cumulative impacts to sheriff services would result from Valley buildout, which would include the proposed project.

¹² Ibid.