

Table 7-4 Los Angeles County Sheriff’s Department (Lomita Station) Staffing, 2017

Divisions	Number of Employees/Volunteers
Traffic	7
Street Crime	48
Detective Unit	14
Communications (Dispatch)	9
Records	10
Volunteers in Public Safety	40
Community Service Officers	1
Other ¹	0
Officers ²	Number of Employees/Volunteers
Traffic Officers	4
School Resource Officers	3
Investigations Officers	12
Reserve Officers	10
Other ³	21

1. Other units, including SWAT, canine, aero, narcotics, homicide, arson, forgery fraud, special victims, major crimes bureau, emergency services detail, human trafficking, scientific services, Internal Affairs Bureau, and Internal Criminal Investigations Bureau are centralized within the Los Angeles Sheriff’s Department and used upon request.
 2. The numbers in this table do not add up to the total number of officers stationed at the Lomita Station (82) due to limited data availability and possible overlapping duties.
 3. Includes 5 jailers, 11 sergeants, 4 lieutenants, and 1 captain.

As shown in **Table 7-5**, as of 2017, the Lomita Station exceeds LASD-wide response time standards as well as standards set by the LASD Lomita Station. Though emergent call response time is slower in Rolling Hills Estates than the rest of the Lomita Station service area, on average, response to incidents in Rolling Hills Estates is faster compared to responses throughout the full-service area of the Lomita Station. However, according to the LASD, traffic along major corridors, including Palos Verdes Drive North, on occasion contributes to slow response times. As of 2017, the LASD does not see a need for a new facility or expanded services.

Critical Facilities

The MJHMP identifies critical facilities for Rolling Hills Estates. These are based on FEMA guidance that separates critical facilities into the following five categories based on their loss potential:

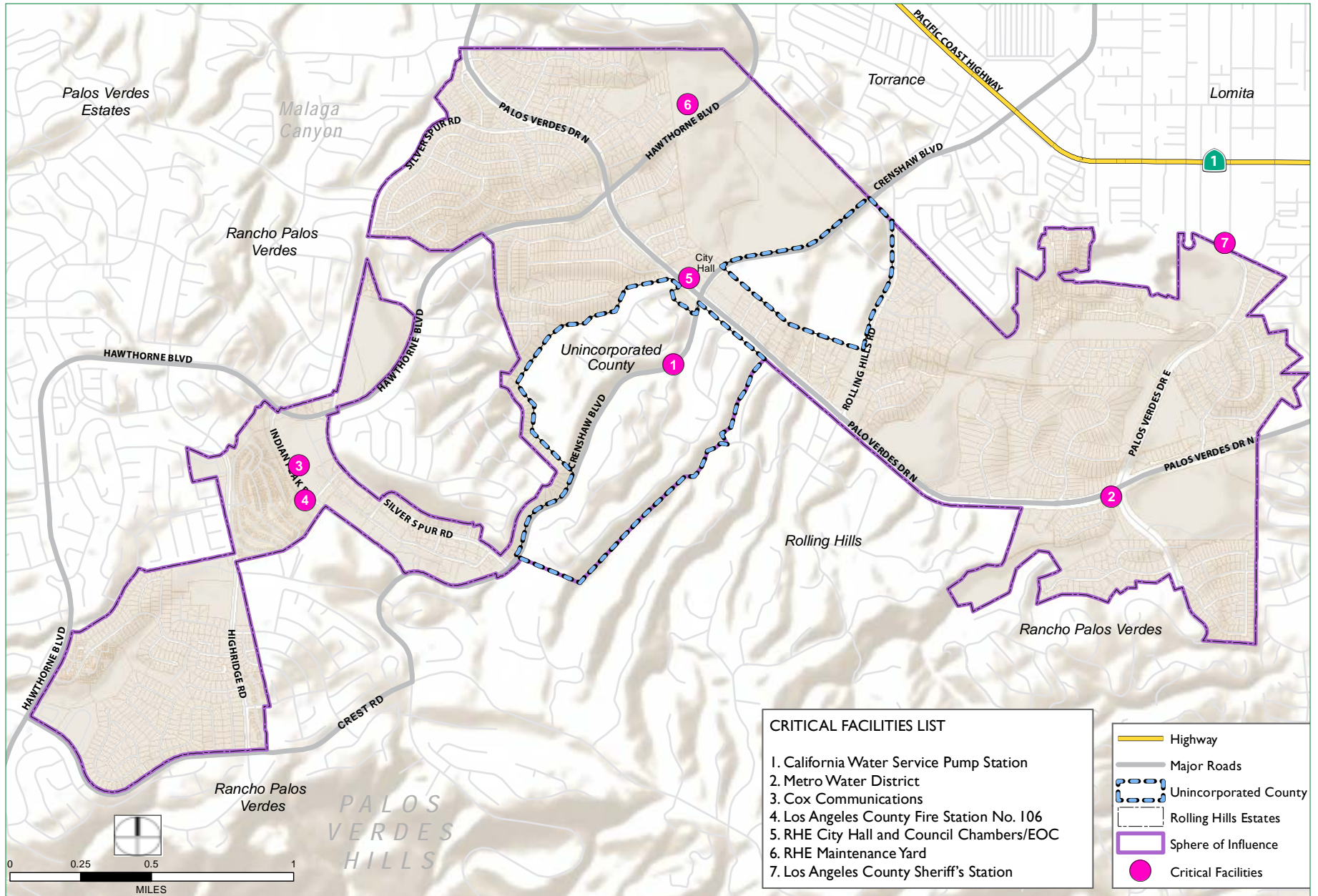
- **Essential Facilities** are essential to the health and welfare of the whole population and are especially important following hazard events. Essential facilities include hospitals and other medical facilities, police and fire stations, emergency operations centers and evacuation shelters, and schools.

Table 7-5 Response Time Standards (Minutes), Fiscal Year 2016-2017

Type	Standard Response Times		Lomita Station Average Response Times	
	LASD	LASD Lomita Station	Full-Service Area	Rolling Hills Estates Only
Emergent	10	7	4.5	4.7
Priority	20	20	7.7	7.7
Routine	60	60	22.5	20.9
Average			19.3	18.2

Source: Los Angeles County Sheriff’s Department, 2017

Figure 7-10 Critical Facilities



- **Transportation Systems** include airways (airports, heliports); highways (bridges, tunnels, roadbeds, overpasses, transfer centers); railways (trackage, tunnels, bridges, rail yards, depots); and waterways (canals, locks, seaports, ferries, harbors, drydocks, piers).
- **Lifeline Utility Systems** are those such as potable water, wastewater, oil, natural gas, electric power, and communication systems.
- **High Potential Loss Facilities** are facilities that would have a high loss associated with them, such as nuclear power plants, dams, and military installations.
- **Hazardous Material Facilities** include facilities housing industrial/hazardous materials, such as corrosives, explosives, flammable materials, radioactive materials, and toxins.

There are 6 critical facility locations in Rolling Hills Estates and one outside the Planning Area. These facilities are shown in **Figure 7-10**, Critical Facilities.

Disaster and Evacuation Routes

In the event of a significant emergency, clear routes are needed to ensure that emergency responders and supplies can be transported and that community members and animals can be evacuated. Rolling Hills Estates has the added challenge of evacuating horses. The County of Los Angeles designates official disaster and evacuation routes. The designated routes in or near the planning area include Pacific Coast Highway (Highway 1), Hawthorne Boulevard, Crenshaw Boulevard, Western Avenue (Highway 213), Palos Verdes Drive West, and Interstate Highway

110. In addition to the County identified disaster and evacuation routes, other city routes are also identified in **Figure 7-11**. These connect to the County identified routes as well as public safety facilities, shown in **Figure 7-9**. The routes of escape from disaster-stricken areas will depend on the scale, scope, and direction of the disaster. The City will continue to evaluate the viability of each of these routes to serve as evacuation corridors.

In addition to identifying evacuation routes, Government Code 65302 (g) requires the communities to identify residential developments in any hazard area identified in the safety element that do not have at least two emergency evacuation routes. **Figure 7-12** identifies these neighborhoods.

Figure 7-11 Disaster and Evacuation Routes

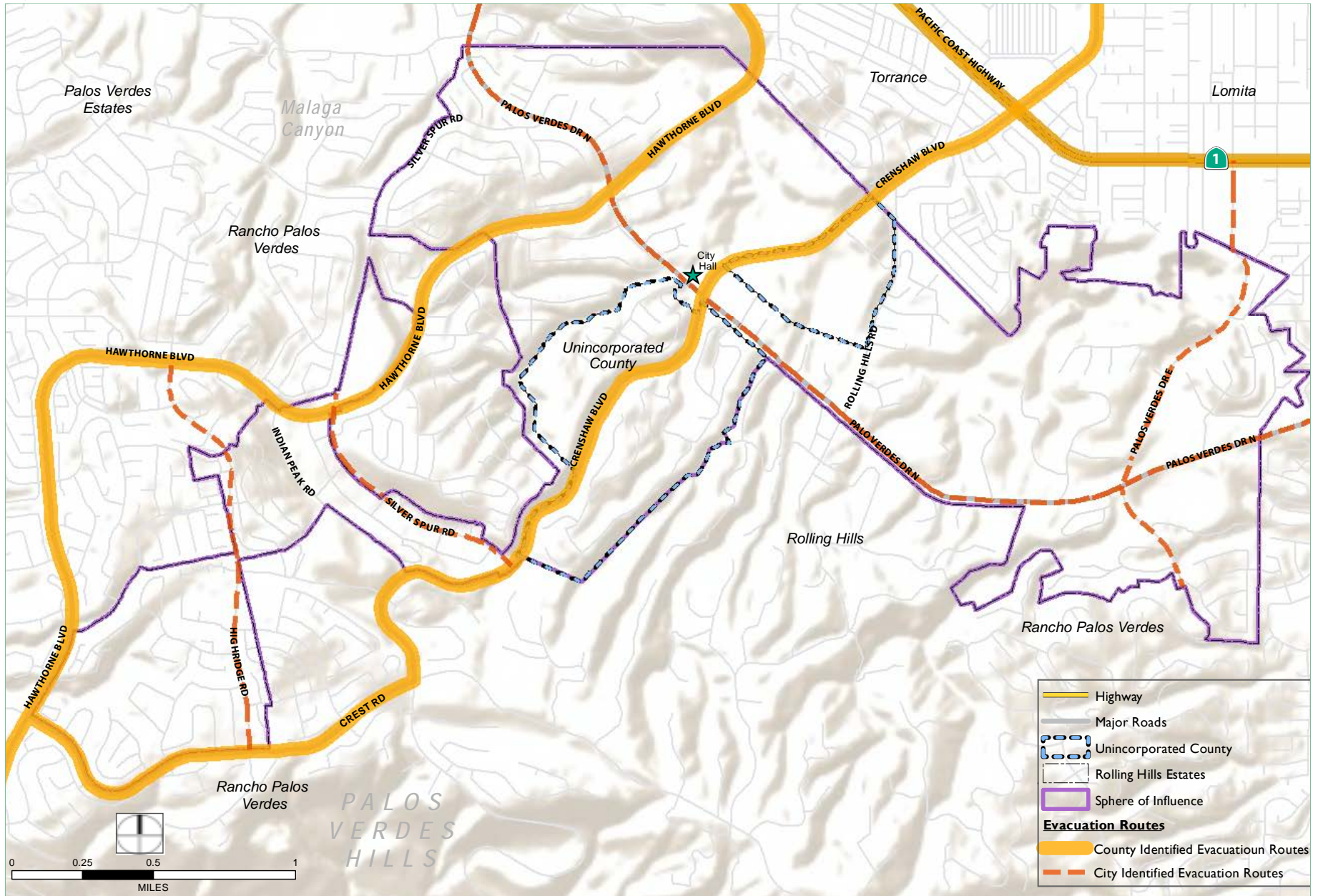


Figure 7-12 Access to Evacuation Routes

