

20. GLARE

Setting: Sources of lighting in the proposed project vicinity include street lighting and exterior lighting at local land uses (mainly residential uses) within the community of Oak Park. Within the RSRPD and SMMNRA lands, no sources of lighting exist in the immediate project area. No major sources of glare (e.g., large expanses of reflective surfaces) exist in the immediate project area.

Impact Discussion: The County Guidelines state that a project will have a significant impact in terms of glare if it contains any of the following:

- Any light source in excess of 150 watts that directly illuminates adjacent properties.
- Indirect illumination of adjacent properties in excess of 0.5 foot candles.
- For pedestrian lighting systems, a point of overlap between light patterns greater than seven feet.
- Intensity of lighting within the physical limits of an area required to be lighted that is greater than seven foot-candles.

No sources of light or glare are proposed. Therefore, no light or glare-related impacts would result on either a project-specific or cumulative basis.

Mitigation and Residual Impacts: No impact would result. Therefore, no mitigation is required.

21. PUBLIC HEALTH

Setting: The project site is comprised of potable water infrastructure, located within public open space, and roadway easements. There are no adverse human health problems such as vectors, pathogens, etc. that presently create a public health hazard associated with these areas. Hazardous materials that may be present at the site are described in Section C. 18, Hazardous Materials/Waste above.

Impact Discussion: The proposed project would be limited to removal of existing potable water-related infrastructure. As described in Section C. 18, hazardous materials exist (lead-based paint) or may exist (asbestos or other material) at the site which when disturbed during decommissioning have the potential to result in significant worker or public health impacts unless appropriately evaluated, handled and disposed of. Exposure to hazardous materials in general may have cumulative health effects. As such, the project's short-term health impacts may be considered cumulatively considerable.

Mitigation and Residual Impacts: Mitigation measures H1 through H3 as presented in Section C. 18 would ensure that public health impacts would be reduced to a less than significant level.

22. TRANSPORTATION/CIRCULATION

a & b. (a - Public Roads and Highways, b – Private Roads and Driveways)

Setting:

Street Network. Regional access to the proposed project site is provided by U.S. Highway 101 and the project area roadway network is comprised of arterial streets and collector streets. Roads that are likely to be affected by project traffic include the following.

U.S. Highway 101 (a State highway) is the principal inter-city route along the Pacific Coast. Although U.S. Highway 101 runs mostly north-south in California, it runs east-west within the Agoura Hills area. Within the study-area it contains eight lanes and auxiliary lanes between interchanges. U.S. Highway 101 provides regional access to the study-area street network via the full or partial access diamond interchanges at Kanan Road, Lindero Canyon Road and Chesebro Road.

Kanan Road is designated a major north-south arterial from Pacific Coast Highway in Malibu to Westlake Boulevard in the City of Thousand Oaks. North of U.S. Highway 101 the road extends through Agoura Hills and the Oak Park community before trending westerly and connecting to Westlake Boulevard. Within the project area, Kanan Road is partly within the jurisdiction of the County of Ventura and partly in the jurisdiction of the City of Agoura Hills.

Sunnycrest Drive is a collector street extending east from Kanan Road until it turns into Doubletree Road at Oaks Springs Drive. The roadway provides access to the residential and recreational areas east of Kanan Road. This road is a County of Ventura road.

Canwood Street is an east-west local street, which serves as a frontage road on the north side of the Ventura Freeway within the City of Agoura Hills. Canwood Street originates at Lake Crest Drive, at the west City limits, and extends to Chesebro/Driver/Palo Comado Canyon Road on the east.

Palo Comado Canyon Road is a north-south local street within the City of Agoura Hills that runs north-south between Agoura Road and Chesebro Road. Palo Comado Canyon Road provides access from U.S. Highway 101 to Chesebro Road. The north and south exits from the highway are signed for "Chesebro Road".

Chesebro Road is a north-south local street that is located within the jurisdictions of the City of Agoura Hills, Los Angeles County and the NPS. This road provides access to the parkland within the SMMNRA in the Simi Hills on the north side of the freeway.

Roadway Operations. "Level of Service" (LOS) A through F are used to rate roadway operations, with LOS A indicating very good operating conditions and LOS F indicating poor conditions. LOS A through LOS C are generally considered acceptable, while LOS D through LOS F indicate poor conditions. The County of Ventura considers LOS D or better acceptable

for all County thoroughfares and highways (with the exception of a few segments for which LOS E is acceptable), and LOS C or better acceptable for all County local roads.

Project area roads within the County of Ventura are operating at LOS B or better (Associated Transportation Engineers, 2007).

Because traffic flows in the project area are most constrained at the intersections, the City of Agoura Hills focuses on the operating conditions at key intersections during peak travel periods. The peak travel periods occur during the A.M. commute hour and the P.M. commute hour. The A.M. peak hour period is defined as the highest 1-hour period between the hours of 7:00 to 9:00 A.M.; and the P.M. peak hour period is defined as the highest 1-hour period between the hours of 4:00 to 6:00 P.M. Within the project area existing AM and PM peak intersection levels of service are as follows.

Table C22-1. Existing Intersection LOS

Intersection	AM Peak Hour	PM Peak Hour
Kanan Road/Canwood Street	A	A
Kanan Road/US 101 SB ramps	C	D
Kanan Road/US 101 NB ramps	C	C
Palo Comado Canyon Road/US 101 NB	C	C
Palo Comado Canyon Road/Chesebro Road	A	A
Chesebro Road/Driver Avenue	C	B

(LOS values are from the City of Agoura Hills (2008-2009), Chakravarthy, personal communication 2010).

Impact Discussion: This issue impact area includes three considerations: 1) Level of Service (LOS), 2) safety/design, and 3) tactical access.

Ventura County Thresholds

Level of Service. General Plan Policy 4.1.2 -2 and the Ventura County Guidelines for Preparation of Environmental Assessments for Public Roads and Highways state that minimum

acceptable levels of service for road segments and intersections within the Regional Road Network and Local Road Network shall be as follows:

The Minimum Level of Service for road segments within the Regional Road Network (Figure 4.2.3 of the Public Facilities and Service Appendix of the Ventura County General Plan) and the Local Road Network (all other County maintained local roads) is shown in Table C22-2. Regarding LOS, according to the County' Environmental Assessment Guidelines, a significant adverse project specific LOS traffic impact is assumed to occur on any road segment if any one of the following results from the project:

- a. If the project will add 10 or more peak hour trips (PHT) to a road segment that is currently operating at an acceptable LOS as defined in Table 1², but would cause the LOS to fall to an unacceptable level as defined in Table 1.
- b. If the project will add one or more PHT to a roadway segment that is currently operating at less-than-acceptable LOS as defined in Table 1.
- c. If the project will add 10 or more ADT or 1 percent or more of the total projected ADT, whichever is greater, to a roadway that is currently operating at less-than-acceptable LOS as defined in Table 1.

**Table C22-2. Minimum Acceptable Level of Service for Roadway Segments
 (Table 1 from Ventura Initial Study Assessment Guidelines
 Section 22.a.(1) Public Roads and Highways)**

County of Ventura – Minimum Acceptable Level of Service		
Case	Minimum LOS	Description
a.	LOS D	All County thoroughfares and state highways within the unincorporated area of the County accept as provided in case b.
b.	LOS E	State Route 33 between the end of the freeway and the City of Ojai.
c.	LOS C	All County maintained roads.
d.	Varies	The LOS prescribed by the applicable city for all state highways, city thoroughfares, and the city maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County, pertaining to development in the city that would individually or cumulatively affect the LOS of state highways, county thoroughfares and county-maintained local roads in the unincorporated area of the County
e.		County LOS standards are applicable for any city that has not adopted its own standards.
At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection.		

Additionally, the County policy 4.2.2.4(b) applies to the proposed project:

...discretionary development shall be evaluated for its individual impact on existing and future roads with special emphasis on the following:...

(b) Whether the project would worsen traffic on existing roads within the Regional Road Network or the Local Road Network that are currently functioning below an acceptable LOS....

City of Agoura Hills Thresholds

Operational Thresholds. The City of Agoura Hills considers LOS C or better acceptable for intersection and roadway operations. A significant impact would occur when a proposed project increases traffic demand on a facility by 2% of capacity (V/C increase > 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes. For unsignalized intersections, a threshold of 2% increase in entering volumes is applied. It should be noted that the City does not typically apply this threshold to construction-related traffic.

Project-Specific Impacts

The project elements that would affect Sunnycrest Drive, Doubletree Road and Kanan Road within the unincorporated County of Ventura include pipeline slurring in Doubletree Road and decommissioning of the pipeline appurtenant features west of the Palo Comado Pump Station. Due to the limited number of trips associated with these activities and the excellent level of service on these roads, capacity impacts to County roads are not expected to be significant.

The majority of project traffic is expected to access the project site via the City of Agoura Hills street network and US Highway 101. The District anticipates a worst case scenario of 20 round truck trips during the peak project activity, plus 10 worker round trips. Although the City of Agoura Hills does not consider short-term traffic impacts as significant based upon a review of City-prepared environmental documents, nor does the California Department of Transportation (Caltrans) (Alvarez, personal communication, February 2009), due to the poor operational conditions of the Kanan Road/U.S. 101 SB ramp during the PM peak period, the addition of project trips to these intersections during this period would be considered an adverse project impact. The addition of peak hour trips to intersections operating a LOS C may result in adverse impacts depending upon the number of trips added. Because the U.S.101/Kanan Road interchange has recently been modified, Caltrans has stated a preference that project traffic use this interchange for project site access (Alvarez, personal communication March 18, 2010).

Safety and Design. Regarding safety and design, the County thresholds state that most development projects affect the public road system through access encroachments, improving or widening existing roads, and/or constructing new road sections. Projects that comply with County Road Standards generally have a less-than significant impact on the safety and design

² Identified as Table C22-2 below for the purposes of this report.

of the public road system. Project impacts on intersections that exceed State accident warrants for signalization, will be considered significant.

Slurrying of the pipeline under Doubletree Road would require that the District obtain an Encroachment/Lane Closure Permit from the County of Ventura since project activities would be taking place within the road right-of-way and traffic may need to be confined to one lane during the 2 to 4 day slurrying activity time period. Proposed work on Doubletree Road would result in potentially significant impacts to safe roadway operations for vehicles, pedestrians and bicyclists using the route. However, these impacts would be reduced to less than significant with the implementation of standard measures implemented through the encroachment permit process.

Additionally, the County Transportation Department has expressed concerns on similar previous projects that physical impacts to curbs and road sections, and nuisance or danger to the public from flying debris have the potential to result from construction activity/traffic due to the transport of heavy machinery and materials to and from project sites. This is considered to be a potentially significant decommissioning-related impact.

Chesebro Road and Palo Comado Canyon Road are relatively narrow roads with complex geometry off of U.S. Highway 101. Additionally, Chesebro Canyon Road is in an equestrian community known as Old Agoura and a couple of pre-schools and Agoura High School are located in the area (Fisher, personal communication, March 11, 2009). As a result, the use of these roads by construction traffic especially large trucks has the potential to result in significant safety impacts.

The City of Agoura Hills has also expressed concern over safety and road operation at Kanan Road during the early morning hours (before 8:00 am) due to three schools being located in the area.

The project would not result in the construction of any new improvements to public or private roads. Therefore, no long-term transportation safety and design, or tactical access impacts would result.

Cumulative Impacts. Traffic generated by the project is a result of construction activities that are short-term in nature. No increase in traffic would result from the project in the long-term as it is limited to decommissioning activities. Therefore, the project would not contribute to long-term cumulative traffic impacts. However, the NPS Cheeseboro Trailhead reconstruction project may overlap with the proposed project. In this case, there may be cumulative safety issues associated with construction-related trips and activities on public roads. The Reyes Adobe Interchange improvement project would overlap with the proposed project. Should proposed construction traffic utilize this interchange adverse operational impacts could result. Additionally, numerous pavement rehabilitation projects are planned for the Oak Park area. Therefore, it is possible that the proposed project slurrying activity on Doubletree Road could conflict with the road rehabilitation projects in this area. However, because the District would need to obtain an encroachment permit from the County of Ventura, scheduling conflicts and any other issues associated with the coordination of the project with county roads projects would be addressed at that time.

Mitigation and Residual Impacts: The following measures shall be implemented by the District to mitigate traffic impacts associated with proposed project on a project-specific and cumulative basis to a less than significant level.

- T1** The District will obtain an appropriate encroachment/lane closure permit from the County of Ventura and shall develop a Traffic Control Plan to mitigate any potential disruptions to vehicle, pedestrian and bicycle movements, as well as property access during project activities within road rights of way for decommissioning in the Oak Park area. The traffic control plan shall be approved by the Ventura County Transportation Department 48 hours prior to any actual lane closure and should include, but not necessarily be limited to the following:
- Use of a flagger at the work area;
 - Maintain two-way traffic at all times, where feasible;
 - Provide safety measures to separate motorists from the construction workers and the work zone;
 - Ensure access for emergency vehicles at all times;
 - Provide access to adjacent residences and businesses to the extent feasible;
 - Open lanes as soon as possible to restore normal traffic patterns;
 - Provide advance notification of the construction project to residences and business in the affected area;
 - Notify the public during decommissioning, using methods such as large electronic monitoring signs, notification to impacted residents, appropriate detour signs, and notifications to schools and emergency providers;
 - Provide an information hotline to be manned during business hours;
 - Provide a designated traffic control coordinator to ensure compliance with the Traffic Control Plan;
 - Identify temporary pedestrian detours if sidewalks are encroached on by project activities;
 - Reopen bicycle lanes and pedestrian facilities as soon as possible to minimize disruption to bicycle traffic;
 - Cover any open holes/trenches with metal plates at the end of the work day;
 - After construction, restore road to their pre-construction condition;
 - Ensure that truck loads are covered; and
 - Inspect and maintain truck safety equipment.
- T2** A Traffic Control Plan containing the elements stated in T1 should be prepared with the City of Agoura Hills in cooperation with NPS for construction-related traffic on Chesebro Road. In addition to avoiding damage to road improvement, precautions should be taken to avoid injury to the native oak trees directly bordering Chesebro Road.
- T3** During all phases of the decommissioning project, proper precautions shall be taken to protect all pavements, curb and gutter, sidewalks and drainage structures from damage. Any portion damaged by the project's operations, shall

be replaced in accordance with current Standard Construction Details and/or in a manner acceptable to the jurisdictional Transportation Department or Designee.

- T4** The District shall coordinate with the County of Ventura Transportation Department Design Section so that that pipeline slurring does not conflict with County roadway projects.
- T5** All construction within County right-of-way shall conform to County Road Standards. Installation of pipe, trenching and backfill within the County right-of-way shall be in accordance with Section 306 of the "Greenbook" Standard Specifications for Public Works Construction.
- T6** Temporary video detection shall be provided for any signalized intersection where detection loops will be cut by project contractor operations.
- T7** The District shall pay the standard Traffic Impact Mitigation Fee as required by the County of Ventura.
- T8** Project construction truck trips shall avoid using highway interchanges during the peak periods of 7:00-9:30 AM and after 4:00 PM to the extent feasible.
- T9** The District shall prepare and implement a truck routing and timing plan. The plan should be developed in coordination with the City of Agoura Hills and CalTrans. The Plan should include avoidance of truck use of Kanan Road and Chesebro Road until after 8:00 AM. Adobe Road interchange improvement construction impact areas should be avoided to the extent feasible.

The following standard measure is required by the Caltrans.

- T10** The project contractors using heavy trucks shall obtain appropriate permits from the District 7 Caltrans office prior to project activities.

c. Pedestrian/Bicycle

Setting: The only designated bike path in the Oak Park Community, as identified in the Oak Park Area Plan, is on Kanan Road west of its intersection with Oak Hills Drive. This is a Class 1 trail, separated from the road. Bicyclists can use other area roads for cycling purposes.

Impact Discussion: The Ventura County Initial Study Assessment Guidelines threshold criteria for impacts to pedestrian/bicycle facilities states that a project that will cause actual or potential barriers to existing or planned pedestrian/bicycle facilities may have a significant impact. During slurring of the pipeline in Doubletree Road a potentially significant, adverse impact to the use of the affected road segment by bicyclist or pedestrians could occur.

Mitigation and Residual Impacts: Mitigation measure T1 would also mitigate this impact. See Section C30 for mitigation pertaining to recreational trails.

d. Parking

Setting: Parking in the vicinity of the project includes on-street parking at Doubletree Road and Sunnycrest Drive as well as at designated parking areas associated with the SMMNRA.

Impact Discussion: The County Guidelines indicate that a project with adequate on-site parking for construction vehicles and operational parking that meets the zoning requirements would have a less than significant impact.

The project is expected to require about 10 temporary construction workers per phase. These workers would park within legal parking spaces, or within the designated staging areas to be located at the Cheeseboro Tank site and Palo Comado Pump Station. No significant parking impact is anticipated on a project-specific or cumulative basis. Additionally, due to the nature of the project, no long-term parking impact would result.

Mitigation and Residual Impacts: No impact would result. Therefore, no mitigation is required.

e. Bus Transit

Setting: Ventura Intercity Service Transit Authority (VISTA) provides bus service throughout Ventura County. However, based upon a review of the bus routes as posted on their web site, the Oak Park Community is not served directly. The closest route extends to Thousands Oaks. Subsidized taxi cards are available to Oak Park residents.

The Agoura Hills area is served by the Metropolitan Bus Line 162 and Commuter Express. A seasonal summer beach bus and shuttle service are also provided in the City of Agoura Hills.

Impact Discussion: According to County Guidelines, a project will normally have a significant impact on bus transit if it would substantially interfere with existing bus transit facilities or routes, or if it would create a substantial demand for bus transit facilities/services. Proposed project decommissioning would not result in the obstruction of any roadways that are utilized for normal bus transit services. Additionally, the proposed project would not create a demand for bus service. Therefore, no impacts to bus lines would result. Since the proposed project would not impact bus service, it would not contribute to any cumulative impacts to bus service.

Mitigation and Residual Impacts: No impact would result. Therefore, no mitigation is required.

f. Railroads

Setting: The project site is not located within proximity to a railroad as there are no such facilities in the Oak Park area.

Impact Discussion: According to the County Guidelines, a project would have a significant impact on a railroad if it would substantially interfere with an existing railroad's facilities or operations. The proposed project is not in proximity to a railroad and, therefore, would not impact such facilities on a project-specific or cumulative basis.

Mitigation and Residual Impacts: No impact would result. Therefore, no mitigation is required.

g. Airports

See the discussion of airports under item 16, Aviation Hazards.

h. Harbors

Setting: There are no harbors in the vicinity of the project as the site is about nine miles from the ocean.

Impact Discussion: The project is not near an existing harbor and would not directly, indirectly or cumulatively impact such a facility.

Mitigation and Residual Impacts: No impact would result. Therefore, no mitigation is required.

i. Pipelines

Setting: The Ventura County Public Facilities and Services Appendix (1988 amended 2000) Figure 4.2.5 shows one oil pipeline (Shell Oil) extending through Oak Park. The updated maps available at Ventura County GIS Mapping Division indicate the pipeline ownership as Edison Pipeline Company. This oil pipeline route extends along Kanan Road north of Brookside School. Other public facilities service lines (e.g., natural gas, sewer, electricity, phone) are located within the road rights of way within the Oak Park community. A natural gas transmission line extends through the SMMNRA in close proximity to the Lindero Feeder along portions of its alignment. Based upon field visitation, it appears that the gas line is identified with above ground markers at periodic intervals along its route.

Impact Discussion: The County of Ventura Initial Study Assessment Guidelines state that a project would have a significant impact if it would substantially interfere with, or affect the operation of an existing pipeline.

The proposed project would require only minor earth disturbance to a maximum of 6-inches in depth at the Palo Comado Pump Station and Cheeseboro Tank site. Excavation on Doubletree Road would also be required to access the pipeline for slurry operations. Prior to digging for pipeline access or other excavations, the contractor would call Underground Services Alert (USA) to verify that there are no pipelines or underground service agreements within the proposed excavation area, utility locations would be marked. Therefore, no significant impacts to pipelines are anticipated and the USA consultation will verify the lack of pipelines

within the proposed disturbance areas. If unanticipated pipelines were identified, standard avoidance measures would be implemented. Because the project is not anticipated to result in any impacts to pipelines and therefore would not contribute to any cumulative pipeline impacts.

Mitigation and Residual Impacts: No impact would result; therefore, no mitigation is required.

23. WATER SUPPLY (A - C)

Setting: Water distributed by TSD is supplied by the Metropolitan Water District of Southern California (MWD) through Calleguas Municipal Water District (CMWD).

Impact Discussion: The proposed project is the decommissioning of obsolete potable water infrastructure. No development that would require potable water service or fire protection is proposed. Therefore, no project-specific or cumulative water supply impact would result.

Mitigation and Residual Impacts: No impact would result. Therefore, no mitigation is required.

24. WASTE TREATMENT AND DISPOSAL

a. and b. Septic/Wastewater treatment and Disposal.

The proposed project is the decommissioning of obsolete potable water infrastructure. No development that would require wastewater treatment or disposal is proposed. Therefore, no project-specific or cumulative wastewater treatment and disposal impact would result.

c. Solid Waste Management

Setting: The project site is comprised of an existing pumps station, tank site, and pipeline easement. Any incidental trash generated by current maintenance of the site is insignificant.

Impact Discussion: The County Guidelines state that any project that generates solid waste will have an impact on the demand for solid waste disposal capacity in Ventura County. However, unless the County has reason to believe that there is less than 15 years of disposal capacity available for County disposal, no individual project would have a significant impact on the demand for solid waste disposal capacity. In addition, Ventura County Ordinance 4155 minimizes the potential solid waste disposal capacity impacts for any project by mandating the recycling of materials found on the "Director's List of Recyclables".

The decommissioning project would result in the generation of waste including tank material (steel), concrete, piping and various pieces of equipment. Some of the above-ground concrete and rebar structures would be demolished but retained onsite in below-grade vaults. The existing materials to be removed from the site will be recycled, if possible. Additionally, the County of Ventura has adequate waste disposal capacity for the next 17 years based upon

communications with Ventura County Waste Management Division staff. Therefore, the proposed project's short-term solid waste impact would be less than significant.

The project does not include any development that would generate new future sources of solid waste. Therefore, no long-term solid waste impacts would result from the project and it would not contribute to any cumulative effects in this area.

Mitigation and Residual Impacts: Impacts would be less than significant. Therefore, no mitigation is required. However, the District will implement the following measure as identified above and incorporated in the project to further reduce the project's solid waste impact.

SWM1 The District shall recycle all construction waste to the extent practicable.

d. Solid Waste Facilities

This issue relates to the operation of solid waste facilities. As the proposed project is a water infrastructure decommissioning, and is not in immediate proximity to a solid waste facility, no project-specific or cumulative impacts associated with this issue would result from project implementation.

25. UTILITIES

a. Electric

Please see Item 11, Energy Resources.

b. Gas

The project site is not served by natural gas and the proposed project will not require this service. Therefore, no impact, project-specific or cumulative, would result and no mitigation is necessary.

c. Communication

The proposed project does not require new communication facilities and no impacts to communication facilities would result.

26. FLOOD CONTROL/DRAINAGE

a. and b. Flood Control District Facilities and Other Facilities. The purpose of this section of the Ventura County checklist is to ensure consistent and complete assessment of project related and cumulative impacts on flood control and drainage facilities and water courses not subject to the regulatory authority of the Flood Control District or indicated as Areas of Special Flood Hazard on the Flood Insurance Rate Maps (FIRM) of the unincorporated areas of Ventura County. The issue of flooding with respect to facilities under the regulatory authority of Ventura County and not, is covered in Section 15. b. above.

27. LAW ENFORCEMENT/EMERGENCY SERVICES (A AND B)

Setting: The Oak Park Community is provided with law enforcement services by the Ventura County Sheriff's Department. Within the SMMNRA, the NPS provides law enforcement and some emergency services.

Impact Discussion: The Ventura County Guidelines thresholds for law enforcement/emergency services – personnel/equipment impacts is based upon the provision of adequate office to population ratios, calls for service, the area to be served and response times. Facilities - related thresholds pertain to a project overextending the capabilities of the nearest patrol facility.

During the decommissioning activities within the SMMNRA, there may be possible conflicts between visitors in the SMMNRA and project vehicles accessing the decommissioning site. This potential has been discussed with staff from the NPS and is anticipated. The NPS has stated that park rangers would increase patrol of the area during construction to make sure visitors are off the haul routes (see discussion of recreation impacts in Section C. 30, below). Therefore, the project would have a short-term impact on law enforcement services of the NPS. However, no new additional personnel would be required and this short-term impact is considered to be less than significant.

The proposed project involves the decommissioning of obsolete water infrastructure including the removal of above-ground facilities. The above-ground facilities that would be removed may presently be an attractive nuisance with respect to vandalism. Once these structures and equipment have been removed from the site, any law enforcement efforts that may have been associated with vandalism or unauthorized intrusion into the project area would no longer be required. However, some facilities would remain at the site (e.g., below-ground pipe, etc.). The easement would be quitclaimed and portions of the property would be transferred to the various agencies with jurisdiction over the property (RSRPD, NPS, SMMC) as appropriate. Each of these agencies would be responsible to ensure that no future hazards are associated with the remaining facilities which could require law enforcement or emergency services.

The proposed project may occur at the same time as the Cheeseboro Trailhead reconstruction. However, any cumulative effect on NPS law enforcement is anticipated to be cumulatively less than significant due to the limited nature of both projects.

No new population would be created as a result of the project that would overextend police patrol facilities. Therefore, no impact on such facilities would result. The project would not result in long-term impacts to law enforcement and emergency services. Therefore, the project would not contribute to any cumulative impacts in these areas.

Mitigation and Residual Impacts: No significant impact would result. Therefore, no mitigation is required.