

5.8 PUBLIC SERVICES

This section addresses fire protection and emergency services, police protection, school services, and library services. Park Services are addressed in Section 5.9, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.11, *Utilities and Service Systems*. Information is based on providers’ responses to service letters, which are contained in Appendix B in Volume IIA of this DEIR.

5.8.1 Fire Protection and Emergency Services

5.8.1.1 Environmental Setting

The Los Angeles County Fire Department (LACFD) provides fire service to the project area. The Puente Hills Intermodal Facility (PHIMF) is located within the LACFD’s East Region, Division VIII. Division VIII comprises LACFD Battalions 12, 15, and 19. The majority of the City of Industry, including the project area, is served by the LACFD’s Battalion 12. The primary fire station that would serve the project site is Fire Station No. 87, located at 140 South 2nd Avenue in the City of Industry. Other nearby fire stations and squads would provide additional fire fighting and emergency response support, as needed. Table 5.8-1 lists the fire stations that would serve the PHIMF.

**Table 5.8-1
Fire Station Locations, Staffing, and Distance**

<i>Name and Location</i>	<i>Staffing</i>	<i>Distance (miles)</i>	<i>Response Time (minutes)</i>
Fire Station No. 87 140 S. 2 nd Ave., City of Industry	4	3.4	6.8
Fire Station No. 90 10115 E. Rush St., South El Monte	3	4.0	7
Squad No. 90 10115 E. Rush St., South El Monte	2	4.0	7
Hazardous Materials Squad No. 43 921 S. Stimson Ave., La Puente	5	6.5	9

Source: LACFD, Home Town Fire Stations, <http://www.lacofd.org>.



5.8.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- FP-1 Result in a substantial adverse physical impact associated with the provisions 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 for fire protection services.

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5.8.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.8-1: THE LACFD WOULD BE ABLE TO SERVE THE PHIMF WITH EXISTING CONTRACTS FOR FIRE SERVICES. [THRESHOLD FP-1]

Impact Analysis: The 17.2-acre PHIMF and adjacent parcels A and B are developed with existing industrial warehousing/manufacturing structures. The PHIMF would replace these structures with a different industrial use to accommodate the waste-by-rail system. While the PHIMF would include facilities for hazardous materials storage, existing on-site structures currently house similar facilities for the storage and use of hazardous materials. Fire services for the PHIMF would be similar to the services required for the existing warehousing/manufacturing uses.

To determine additional service requirements, the LACFD tracks the net square footage of building space to be added by a development project. The PHIMF project would require demolition of a 457,000-square-foot structure on-site and additional structures on parcels A and B. These structures would be replaced with open-air facilities. While the project would result in the construction of administration and maintenance buildings, these facilities would be significantly smaller than the existing structures. As a result, the project would result in a net reduction in total building square footage within the project area. As indicated by the LACFD (see Volume IIA, Appendix B), because the project would not result in a net increase in building square footage, it would not necessitate additional manpower, facilities, or equipment to maintain an adequate level of service.

5.8.1.4 Cumulative Impacts

New development or redevelopment—residential, commercial, or industrial—in the City of Industry and surrounding area could result in the need for additional fire services, including additional firefighters, fire station facilities, and equipment for the LACFD. However, as indicated in the previous section, the proposed project would not contribute to a cumulative increase in requirements for these services. Given the built-out nature of the project area, the cumulative increase in demand for future LACFD fire and medical emergency services resulting from planned or approved projects, including the PHIMF, is expected to be minimal.

5.8.1.5 Existing Regulations and Standard Conditions

- **LACFD Special Tax.** A tax that pays for essential fire suppression and emergency medical services was approved by voters in 1997. On August 21, 2007, the Los Angeles County Board of Supervisors adopted a resolution fixing the Special Tax at the 2006–2007 year tax rate. For nonresidential, commercial and industrial properties that are less than four stories in height a tax rate is levied at \$60.43 plus \$0.0407 per square foot over 1,555 square feet without a sprinkler system or \$60.43 plus \$0.0391 per square foot over 1,555 square feet with a sprinklers system installed.
- **LACFD Plan Review.** The LACFD Building Plan Check Unit ensures that all proposed structures are in accordance with Titles 19 and 24 of the California Code of Regulations, as well as local fire and building code requirements. The Building Plan Check Unit performs nonstructural fire/safety plan review and approval of architectural plans, including those for hazardous materials storage and large industrial developments. The LACFD Fire Sprinkler Plan Check Unit reviews all structures requiring an automatic fire sprinkler system, fire pump, and/or on-site (private) fire hydrants. The LACFD Fire Alarm Unit reviews and approves all types of alarm systems for code compliance. The Land

Development Unit sets LACFD conditions with regard to water and access. Any changes with water systems, hydrants, and mains must be submitted to the Land Development Unit for approval.

LACFD – Land Development Unit General Requirements:

- The project may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.
- The development of this project must comply with all applicable code and ordinance requirements for construction, water access, water mains, fire flows, and life safety requirements.
- Specific fire and life safety requirements for the construction phase will be addressed during building fire plan check. There may be additional fire and life safety requirements at that time.
- Every building constructed shall be accessible to LACFD apparatus by way of access roadway(s), with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
- Access roads shall be maintained with a minimum of 10 feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet, 6 inches.
- When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards, and designed for a live load sufficient to carry a minimum of 75,000 pounds. All water-crossing designs are required to be approved by the Department of Public Works prior to installation.
- LACFD requirements for access, fire flow, and hydrants are addressed during the building permit stage.
- All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.



All access devices and gates shall meet the following requirements:

- Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
- Any divided gate opening (when each gate is used for a single direction of travel—i.e., ingress or egress) shall be a minimum of 20 feet in width clear-to-sky.
- Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
- All limited access devices shall be of a type approved by the LACFD.

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- Gate plans shall be submitted to the LACFD prior to installation. These plans shall show all locations, widths, and details of the proposed gates.
- All proposals for traffic-calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the LACFD for review prior to implementation.

Driveway width for nonresidential developments shall be increased when any of the following conditions exist:

- Provide 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
- Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.
- Any access way less than 34 feet in width shall be labeled “Fire Lane” on the final recording map and final building plans.
- For street or driveways with parking restrictions, the entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with LACFD-approved signs stating “NO PARKING – FIRE LANE.”
- Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. An LACFD-approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

LACFD – Land Development Unit Commercial and Industrial requirements:

- The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures and property lines, and types of construction used.
- Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - No portion of the lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - Additional hydrants shall be required if hydrant spacing exceeds specified distances.

- When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
- A cul-de-sac shall not be more than 500 feet in length when serving land zoned for commercial use.

5.8.1.6 Project Design Features

No specific project design features are related to fire protection.

5.8.1.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.8-1s would be less than significant.

5.8.1.8 Mitigation Measures

No significant impacts were identified and no mitigation measures are necessary.

5.8.1.9 Level of Significance After Mitigation

No significant adverse impacts were identified and no significant unavoidable impacts relating to fire protection and emergency services remain.

5.8.2 Police Protection

5.8.2.1 Environmental Setting

The PHIMF is located in the service area of the Los Angeles County Sheriff's Department, which is the largest in the world (Los Angeles County Sheriff's Department, 2006). The department is divided into 10 divisions, each headed by a division Chief. There are three patrol divisions (Field Operations Regions I, II, and III), the Custody Operations Division, Correctional Services Division, Detective Division, Administrative Services Division, and Leadership and Training Division.

The City of Industry is located within Field Operations Region III of the Los Angeles County Sheriff's Department. The sheriff's station for the City of Industry is located at 150 North Hudson Avenue in the City of Industry, approximately 2.6 miles from the project site. The City of Industry Sheriff's Station is responsible for providing police service to the Cities of Industry, La Puente, and La Habra Heights, and the unincorporated Los Angeles County communities of East Valinda, West Valinda, Bassett/North Whittier, and Hacienda Heights. Its service area spans approximately 65 square miles and includes a population of over 243,000 people. Currently, the station employs approximately 209 sworn personnel (Smith 2006, see Appendix B).

According to the City of Industry Sheriff's Station, estimated response time to the project site is approximately five minutes. The department's standard response time is less than 60 minutes for nonemergency responses and less than 10 minutes for emergencies.



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5.8.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- PP-1 Result in a substantial adverse physical impact associated with the provisions 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 for police protection services.

5.8.2.3 Environmental Impacts

IMPACT 5.8-2: TUNNELS AND UNDERPASSES ATTRACT JUVENILES, TRANSIENTS, AND THE CRIMINAL ELEMENT AND WOULD REQUIRE ADDITIONAL POLICE SURVEILLANCE AT THE PHIMF. [THRESHOLD PP-1]

Impact Analysis: The City of Industry Sheriff's Station is located approximately 2.6 miles from the project site. According to the Los Angeles County Sheriff's Department, the estimated response time from the sheriff's station to the project site is approximately five minutes. The department's standard response time is less than 60 minutes for nonemergency responses and less than 10 minutes for emergencies. According to the department's standards, a 5-minute response time to the project site would be within the acceptable service standard for the City of Industry Station. Furthermore, according to the department, the station would be able to deliver service to the proposed project "with minimal impact on existing services and existing service levels."

While the project would not interfere with the ability of the City of Industry Sheriff's Station to provide police services to the local area, construction of a tunnel, underpass, or combination thereof for internal site access from the PHMRF to the PHIMF would require additional security. According to the department, "tunnels and underpasses of any type and length are problematic for law enforcement. They are attractive nuisances for juveniles, transients, and the criminal element." Lighting would therefore be required to ensure that the proposed off-site access tunnel could be easily monitored. Furthermore, 24-hour operation of the PHIMF would minimize potential impacts associated with this issue by ensuring that personnel are on-site at all times to monitor unauthorized entry into the underpass.

5.8.2.4 Cumulative Impacts

New development and redevelopment projects in the service area for the City of Industry Sheriff's Station would increase demand for police protection services. However, according to the sheriff's department, "there is no projected impact on the ability of Industry Station personnel to deliver service to the project, even in light of other projects in the area."

5.8.2.5 Existing Regulations and Standard Conditions

No existing regulations or standard conditions are identified with regard to police and police services.

5.8.2.6 Project Design Features

No specific project design features are related to police services.

5.8.2.7 Level of Significance Before Mitigation

Without mitigation, the following impact would be **potentially significant**:

- Impact 5.8-2 Tunnels and underpasses attract juveniles, transients, and the criminal element and would require additional police surveillance at the PHIMF.

5.8.2.8 Mitigation Measures

Impact 5.8-2

- 8-1 The tunnel, underpass, or combination thereof under Workman Mill Road shall incorporate security fencing and lighting so as to eliminate dark places that could conceal juveniles, transients, and the criminal element.

5.8.2.9 Level of Significance After Mitigation

Mitigation Measure 8-1 would ensure that all tunnels and/or underpasses constructed as part of the PHIMF would be adequately lighted for security. No significant unavoidable impacts relating to police services remain.

5.8.3 School Services

5.8.3.1 Environmental Setting

The PHIMF is located within the Hacienda La Puente Unified School District (HLPUSD). The HLPUSD had a 2003–2004 student enrollment of over 23,600 students in grades kindergarten through 12 who reside within the City of Industry, City of La Puente, and the incorporated Los Angeles County communities of Hacienda Heights and Valinda.

As shown in Table 5.8-2, the HLPUSD has 19 elementary schools (kindergarten through 5th grade), six middle schools (6th grade through 8th grade), four schools that are kindergarten through 8th grade, four comprehensive high schools, and two alternative high schools.

Other school districts within the vicinity of the PHIMF are the Whittier City School District (WCSD) and the Whittier Union High School District (WUHSD). The WCSD is a K–8 district with 10 elementary schools and two middle schools and a student enrollment of approximately 7,011 students. The WUHSD comprises five comprehensive high schools, one continuation school, one independent study program, and one adult school.



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Table 5.8-2
Schools within the Hacienda La Puente Unified School District

<i>School Name and Location</i>	<i>Grades Served</i>	<i>Current Enrollment¹</i>
Elementary Schools		
Baldwin Academy: 1616 Griffith, La Puente	K-5	687
Bixby Elementary: 16446 Wedgeworth Drive, Hacienda Heights	K-5	443
California Elementary: 1111 California Avenue, La Puente	K-5	570
Del Valle Elementary: 801 North Del Valle Street, La Puente	K-5	598
Glenelder Elementary School: 16234 Folger Street, Hacienda Heights	K-5	320
Grazide Elementary: 2850 Leopold Avenue, Hacienda Heights	K-5	554
Kwis Elementary: 1925 S. Kwis Avenue, Hacienda Heights	K-5	392
Los Altos Elementary: 15565 Los Altos Drive, Hacienda Heights	K-5	377
Los Molinos Elementary: 3112 Las Marias Drive, Hacienda Heights	K-5	374
Los Robles Academy: 1530 S. Ridley, Hacienda Heights	K-5	509
Nelson Elementary: 330 North California Avenue, La Puente	K-5	516
Palm Elementary: 14740 East Palm Avenue, Hacienda Heights	K-5	430
Shadybend Elementary: 15430 Shadybend Street, Hacienda Heights	K-5 + Preschool	281
Sparks Elementary: 15151 East Temple Avenue, La Puente	K-5	438
Sunset Elementary and Orthopedic Handicapped: 800 N. Tonopah, La Puente	K-5 + Preschool	273 + 57 orthopedically disabled
Temple Academy Elementary: 635 California Avenue, La Puente	K-5	446
Wedgeworth Elementary: 16949 Wedgeworth Drive, Hacienda Heights	K-5	236
Wing Lane Elementary: 16605 Wing Lane, Valinda	K-5	524
Workman Elementary: 16000 Workman Street, La Puente	K-5	551
Combined Elementary and Middle Schools		
Lassalette Elementary & Middle: 1433 Lassalette Street, La Puente	K-8	733
Mesa Robles Elementary & Middle: 16060 Mesa Robles Drive, Hacienda Heights	K-8	1,048
Valinda School of Academics: 1030 Indian Summer Avenue, La Puente	K-8	836
Fairgrove Academy: 15540 Fairgrove Avenue, La Puente	K-8	885
Middle Schools		
Grandview Middle: 795 Grandview Lane, Valinda	6-8	574
Cedar Lane Middle: 1633 Cedar Lane Drive, Hacienda Heights	6-8	509
Newton Middle: 15616 Newton, Hacienda Heights	6-8	664
Orange Grove Middle: 14505 Orange Grove, Hacienda Heights	6-8	697
Sierra Vista Middle: 15801 Sierra Vista Court, La Puente	6-8	816
Sparks Middle: 15100 Giordano Street, La Puente	6-8	1,078
High Schools		
La Puente High: 15615 East Nelson Avenue, La Puente	9-12	1,751
Los Altos High: 15325 East Los Robles Avenue, Hacienda Heights	9-12	1,894
Glen A. Wilson High: 16455 East Wedgewood Drive, Hacienda Heights	9-12	1,898
William Workman High School: 16303 East Temple Avenue, City of Industry	9-12	1,421
Alternative Schools		
Puente Hills School: 14162 East Lomitas Avenue, La Puente	K-12	117
Valley Alternative High School: 14162 East Lomitas Avenue, La Puente	9-12	192
Total Current Enrollment		23,632 +57 orthopedically disabled

¹ Student enrollment for the beginning of the 2003-2004 school year obtained from the 2003-2004 School Accountability Report Card.

5.8.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- SS-1 Result in a substantial adverse physical impact associated with the provisions 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 for school services.

5.8.3.3 Environmental Impacts

IMPACT 5.8-3: THE PHIMF WOULD EMPLOY UP TO 28 PEOPLE WHO ARE LIKELY TO RESIDE IN THE LOCAL AREA, BUT WOULD NOT SUBSTANTIALLY INCREASE STUDENT POPULATION IN NEARBY SCHOOL DISTRICTS. [THRESHOLD SS-1]

Impact Analysis: The PHIMF would generate employment for 28 people who are likely to reside in the vicinity of the City of Industry. However, the potential increase in employees would be offset, in part, by elimination of the Zee Medical facility and the existing warehouse at 2500 and 2520 Pellissier Place. As the number of employees generated by the PHIMF is not substantial, any increase in school enrollment at the HLPUSD and other nearby school districts, such as the WCSD or the WUHSD, would be minimal. Furthermore, the need for additional services is addressed through compliance with the school impact fees assessment. As discussed in Section 5.8.3.5, Senate Bill 50 (SB 50, codified in Government Code Section 65995) was enacted to address how schools are financed and how development projects may be assessed for associated school impacts.



5.8.3.4 Cumulative Impacts

New development and redevelopment in the City of Industry and surrounding area could result in additional housing or employment, potentially generating additional students for the HLPUSD. While the project would contribute to a modest increase in students within the HLPUSD, payment of school impact fees are required for all new development and cumulative impacts would be less than significant.

5.8.3.5 Existing Regulations and Standard Conditions

- **Senate Bill 50 (SB 50, codified in Government Code Section 65995).** Allows school districts to levy development fees to support school construction necessitated by that development and receive a 50 percent match from state bond money. Based on the current fee structure adopted by the HLPUSD, any commercial or industrial construction can be assessed a maximum fee of \$0.36 per square foot of chargeable covered and enclosed space, which is defined as the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the construction, garage, parking structure, unenclosed walkway, or utility or disposal area. SB 50 fees are collected by the school district in which the project is located, in this case the HLPUSD, at the time of issuance of building permits for commercial, industrial, and residential projects.

5.8.3.6 Project Design Features

No specific project design features are related to school services.

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5.8.3.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following Impact 5.8-3 would be less than significant.

5.8.3.8 Mitigation Measures

No significant impacts were identified and no mitigation measures are necessary.

5.8.3.9 Level of Significance After Mitigation

No significant adverse impacts were identified and no significant unavoidable impacts relating to school services remain.

5.8.4 Library Services

5.8.4.1 Environmental Setting

The County of Los Angeles is served by the County of Los Angeles Public Library system, a network of libraries throughout the county. While no public library is located in the City of Industry, residents may visit one of the many branch libraries located throughout the County. The library system operates 84 regional and community libraries, four bookmobiles, and seven special reference/resource centers. It maintains 7.7 million volumes of books, in addition to magazines, newspapers, microfilm, pamphlets, art prints, government publications, digital media (cassettes, compact disks, and videocassettes), and special reference material collections. The library system belongs to the South State Cooperative Library System and the Arroyo Seco Library Network. The South State Cooperative Library System is one of 15 library systems in California funded under the California Library Services Act (CLSA).

5.8.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LS-1 Result in a substantial adverse physical impact associated with the provisions 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 for library services.

5.8.4.3 Environmental Impacts

IMPACT 5.8-4: THE PHIMF WOULD NOT SUBSTANTIALLY IMPACT THE ABILITY OF THE COUNTY OF LOS ANGELES PUBLIC LIBRARY SYSTEM TO SERVE RESIDENTS IN THE LOCAL VICINITY AS A RESULT OF AN INCREASE IN 28 EMPLOYEES IN THE CITY OF INDUSTRY. [THRESHOLD LS-1]

Impact Analysis: The PHIMF would result in the employment of up to 28 persons at the project site. Employees and their families could generate additional demand for libraries and library services in the local vicinity. However, the potential increase in employees would be offset, in part, by elimination of the Zee Medical facility and the existing warehouse at 2500 and 2520 Pellissier Place. The Los Angeles County Library system would be able to service employees and families generated by implementation of the PHIMF,

as the county library system allows for use of any of the 84 regional and community libraries by persons holding a library card. The library system is funded, in part, by state funds under the CLSA. The additional service requirements for an additional 28 employees and their families would not substantially interfere with the current operations of the library system.

5.8.4.4 Cumulative Impacts

Population growth as a result of an increase in jobs and housing in the region would create the need for new libraries and library services in the County of Los Angeles. With the additional employment of 28 persons, the project would only minimally contribute to the overall increase in demand for libraries and library services in the County.

5.8.4.5 Existing Regulations and Standard Conditions

- California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000 (otherwise known as the Library Bond Act of 2000). Establishes grant funds for new library construction and renovation within the State of California.
- California Library Services Act (CLSA). Established in 1966 to help fund library services in the State of California.

5.8.4.6 Project Design Features

No specific project design features are related to library services.

5.8.4.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following Impact 5.8-4 would be less than significant.

5.8.4.8 Mitigation Measures

No significant impacts were identified and no mitigation measures are necessary.

5.8.4.9 Level of Significance After Mitigation

No significant adverse impacts were identified and no significant unavoidable impacts relating to library services remain.



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