
3.5 COMMUNITY SERVICES

Introduction

This section describes the environmental setting and impacts of proposed project alternatives with regard to community services. Specifically, this section discusses existing community service conditions within the Santa Clara-Alum Rock Corridor and describes applicable regulations pertaining to community services. The assessment of impacts and mitigation measures related to community services is also described.

Existing Conditions

For the purposes of this analysis of community services, the study area has been defined as the area within 0.5 miles of the Santa Clara-Alum Rock Corridor. Table 3.5-1 identifies the community facilities in the study area and their proximity to the Corridor. Facilities located within 0.25 miles of the Corridor are shaded. The 0.25-miles threshold is significant because, as a rule, the distance at which people are willing to walk to a transit stop is about five minutes or 1,000 feet. The threshold expands to about 1,500 to 2,000 feet around a high-frequency transit service. People are generally willing to spend more time walking if they can spend less time waiting for or traveling on transit.¹ These community facilities are depicted on Figure 3.5-1 and Figure 3.5-2.

**Table 3.5-1
Inventory of Community Services and Facilities**

Feature	Address (Nearest Cross Streets)	Proximity to the Santa Clara-Alum Rock Corridor
Fire Stations		
Fire Station #1	225 North Market Street (West St. James Street)	0.25 miles north of West Santa Clara Street on North Market Street
Fire Station #2	2933 Alum Rock Avenue (North White Road and Pleasant Ridge Avenue)	0.4 miles east at Alum Rock Avenue
Fire Station #8	802 East Santa Clara Street (South 17 th Street)	At East Santa Clara Street
Fire Station #30	454 Auzerais Avenue (Minor Avenue)	0.4 miles south of West San Fernando Street, south on Delmas Avenue and west to Auzerais Avenue
Elementary Schools		
Cesar Chavez Elementary	2000 Kammerer Avenue (South Sunset Avenue)	0.5 miles south of Alum Rock Avenue on South Sunset Avenue to Kammerer Avenue
Anne Darling Elementary School	333 North 33 rd Street (McKee Road)	0.5 miles north of Alum Rock Avenue on North 33 rd Street near McKee Road

¹ Barton-Aschman Associates, *Research Triangle Regional Transit/Land Use Study*, 1990.

Table 3.5-1 (Continued)
Inventory of Community Services and Facilities

Feature	Address (Nearest Cross Streets)	Proximity to the Santa Clara-Alum Rock Corridor
Horace Mann Elementary School	55 North 7 th Street (East Santa Clara Street)	At East Santa Clara Street
McEntee Academy	2851 Gay Avenue (Cedar Lane)	0.4 miles north of Alum Rock Avenue on Cedar Lane to Gay Avenue
Russo Academy	2851 Gay Avenue (Cedar Lane)	0.4 miles north of Alum Rock Avenue on Cedar Lane to Gay Avenue
Saint Patrick's Elementary	51 North 9 th Street (East Santa Clara Street)	At East Santa Clara Street
San Antonio Elementary	1855 East San Antonio Street (McCreery Avenue and Oakland Avenue)	0.25 miles south of Alum Rock Avenue on McCreery Avenue to East San Antonio Street
Middle Schools		
Lee Matheson Middle	2050 Kammerer Avenue (Sanders Avenue and Sinclair Drive)	0.5 miles south of Alum Rock Avenue on South Sunset Avenue to Kammerer Avenue
Pala Middle	149 North White Road (Gay Avenue)	0.3 miles north of Alum Rock Avenue on North White Road
High Schools		
James Lick High	57 North White Road (Hyland Avenue)	0.1 miles north of Alum Rock Avenue on North White Road
San Jose High Academy	275 North 24 th Street (East Julian Street)	0.3 miles north of East Santa Clara Street on North 24 th Street
Notre Dame High	596 South 2 nd Street (East Reed Street)	0.5 miles south of East Santa Clara Street on South 2 nd Street
University		
San Jose State University	1 Washington Square (East San Fernando Street)	0.1 miles south of East Santa Clara Street on East San Fernando Street between South 4 th and South 10 th Streets
Parks and Open Space		
Coyote Creek	North 17 th Street (Alum Rock Avenue)	At North 17 th Street
Discovery Meadow	Woz Way and East San Carlos Street	0.3 miles south of West San Fernando Street on Woz Way
Guadalupe River Park and Gardens	West San Fernando Street (Woz Way)	At West San Fernando Street
Lo Bue Park	Sierra Meadow Drive (Muirfield Drive)	0.1 miles south of Alum Rock Avenue on Alexander Avenue, to Muirfield Drive
Mayfair Park	Kammerer Avenue & Sinclair Drive	0.5 miles south of Alum Rock Avenue on South Sunset Avenue to Kammerer Avenue

Table 3.5-1 (Continued)
Inventory of Community Services and Facilities

Feature	Address (Nearest Cross Streets)	Proximity to the Santa Clara-Alum Rock Corridor
McEnery Park	West San Fernando Street (The Almaden)	At West San Fernando Street
Plata Arroyo Park	South King Road & McKee Road	0.4 miles north of Alum Rock Avenue to South King Road
Plaza de Cesar Chavez	South Market Street & West San Carlos Street	0.2 miles south of East Santa Clara Street
Roosevelt Park	North 20 th Street & East Santa Clara	At North 20 th Street
St. James Park	North 2 nd Street & East St. James Street	0.2 miles north of West Santa Clara Street on North 2 nd Street
Community Centers		
Mayfield Community Center	2039 Kammerer Avenue (Sanders Avenue)	0.5 miles south of Alum Rock Avenue on South Sunset Avenue to Kammerer Avenue
Roosevelt Community Center	901 East Santa Clara Street (North 20 th Street)	At East Santa Clara Street
Libraries		
Alum Rock Branch Library	75 South White Road (Rose Avenue)	0.5 miles east at Alum Rock Avenue
Dr. Martin Luther King Jr. Library	150 East San Fernando Street (South 4 th Street)	0.2 miles south of East Santa Clara Street on South 4 th Street to East San Fernando Street
East San Jose Carnegie Branch Library	1102 East Santa Clara Street (South 22 nd Street)	At East Santa Clara Street
Hospitals		
Regional Medical Center of San Jose	225 North Jackson Avenue (Alexian Drive and McKee Road)	0.4 miles north of Alum Rock Road to North Jackson Avenue between Alexian Drive and McKee Road
Churches		
Cathedral Basilica of Saint Joseph	90 South Market Street (West San Fernando Street)	Less than 0.25 miles south of West Santa Clara Street
Five Wounds Church	1375 East Santa Clara Street (North 28 th Street)	At East Santa Clara Street
Grace Baptist Community Church	484 East San Fernando Street (South 11 th Street)	0.25 miles south on South 11 th Street to East San Fernando Street
St. Patrick's Catholic Proto-Cathedral	389 East Santa Clara Street (8 th and 9 th Streets)	At East Santa Clara Street
Cemetery		
Calvary Cemetery	2655 Madden Avenue (North Capitol and Alum Rock Avenues)	At Alum Rock Avenue

Table 3.5-1 (Continued)
Inventory of Community Services and Facilities

Feature	Address (Nearest Cross Streets)	Proximity to the Santa Clara-Alum Rock Corridor
Other Community Facilities		
Center for the Performing Arts	255 Almaden Blvd (West San Carlos Street)	0.2 miles south on Almaden Boulevard near West San Carlos Street
Children’s Discovery Museum	180 Woz Way (Auzerais Avenue)	0.3 miles south of West San Fernando Street on Woz Way
Civic Center	East Santa Clara Street (South 4 th Street)	At East Santa Clara Street
Eastside Neighborhood Center	2150 Alum Rock Ave (Jose Figueres Avenue)	At Alum Rock Avenue
Mexican Heritage Plaza	1700 Alum Rock Avenue (North King Road)	At Alum Rock Avenue
HP Pavilion	525 West Santa Clara Street (North Autumn Street)	At West Santa Clara Street
Portuguese Community Center and Library	1115 East Santa Clara Street (North 24 th Street)	At East Santa Clara Street
San Jose Civic Auditorium	135 West San Carlos Street (South Market Street)	0.4 miles south on South Market Street to West San Carlos Street
San Jose Convention Center	150 West San Carlos Street (South Market Street)	0.3 miles south on South Market Street to West San Carlos Street
San Jose Museum of Art	110 South Market Street (East San Fernando Street)	0.1 miles south of East Santa Clara Street on South Market Street near East San Fernando Street
Tech Museum of Innovation	201 South Market Street	0.3 miles south of West Santa Clara Street on S Market Street

Source: PBS&J.

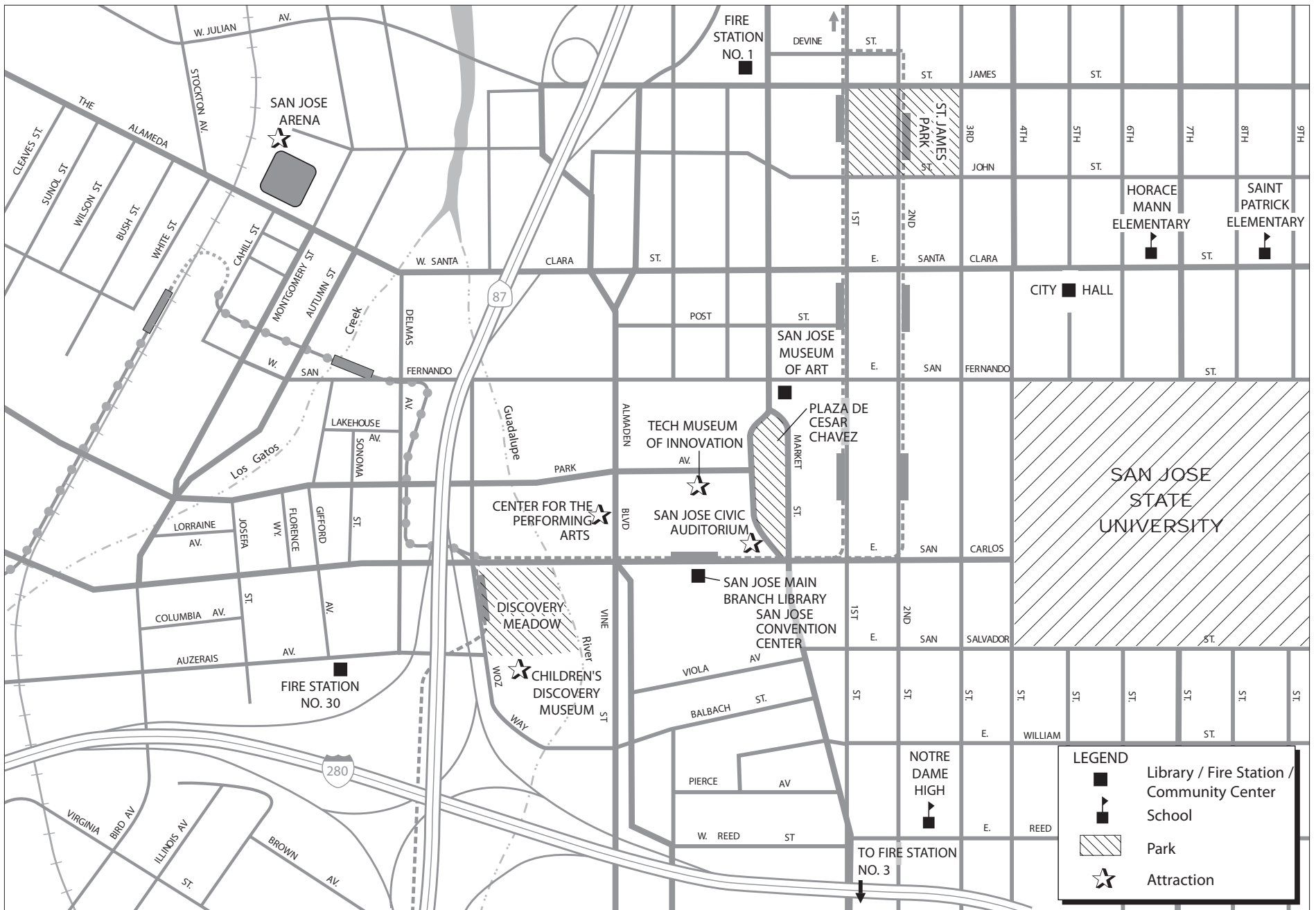
Note:

Facilities located within 0.25 miles of the Corridor are shaded.

Police Protection

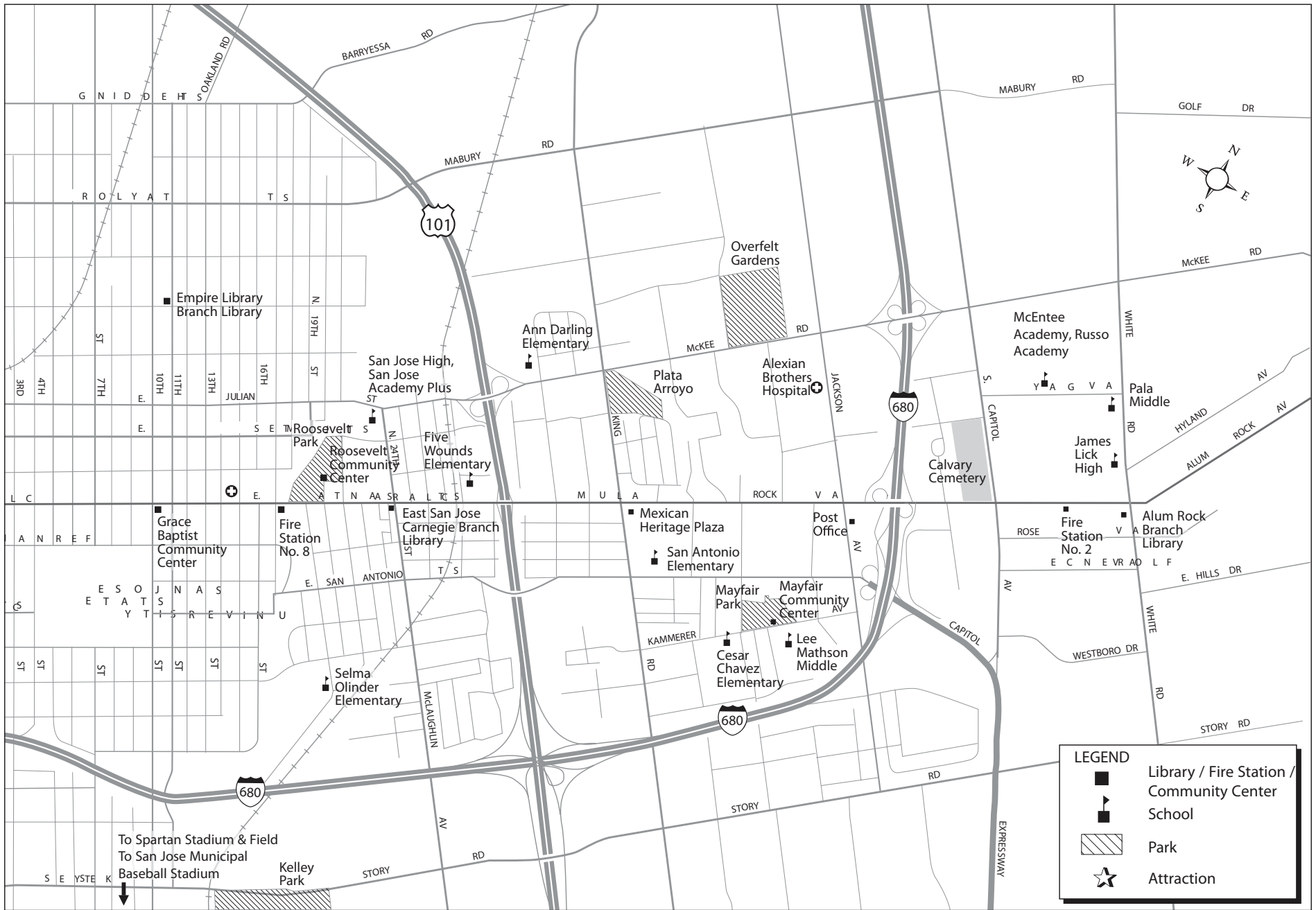
Police protection services for San Jose are provided by the City of San Jose Police Department (SJPD). SJPD consists of 1,401 sworn police officers and approximately 371 non-sworn personnel.² SJPD has jurisdiction over an area that covers over 175 square miles. The City is divided into 17 police districts of varying sizes. Each district was created based on the number of incidents reported—districts that receive fewer calls per capita are larger and districts with more calls per capita are smaller. Each district is further divided into four to six beats. Similar to districts, beats within the Downtown area are smaller in size as compared to the rest of the City because the Downtown area is the most densely

² Sergeant David Santos, San Jose Police Department, Office of the Chief, Research and Development Unit, electronic communication with PBS&J, April 2, 2008. Data on Department staffing is current as of September 30, 2007.



Source: DMJM Harris, 2007.

FIGURE 3.5-1: EXISTING COMMUNITY FEATURES DOWNTOWN AREA



Source: DMJM Harris, 2007.

FIGURE 3.5-2: EXISTING COMMUNITY FEATURES SANTA CLARA-ALUM ROCK CORRIDOR

populated area within SJPD's jurisdiction. The Santa Clara-Alum Rock Corridor is located within districts E, K, M, and V with 19 sergeants and 110 officers serving the area.³

In 2006, there were 102,395 reported incidents in the City. Of this total, approximately 18 percent were reported in the four police districts within the Santa Clara-Alum Rock Corridor. Districts near the Corridor are typically smaller and have more officers. The average number of reported incidents for each district was approximately 4,689, indicating that more incidents are reported in the districts surrounding the Santa Clara-Alum Rock Corridor than are reported in other parts of the City.⁴

There are no police stations located within 0.25 miles of the Santa Clara-Alum Rock Corridor. The nearest police station to the Corridor is the SJPD headquarters, located at 201 West Mission Street, approximately 1.5 miles north of the western end of the Corridor.

SJPD and the Santa Clara County Sheriff's Department provide general law enforcement and public safety oversight within VTA's service area. Security services for VTA light rail trains, right-of-way, and stations are provided by VTA Protective Services. VTA Protective Services coordinates law enforcement activities with the Santa Clara County Office of the Sheriff's Transit Patrol Division and a private security contractor. The Sheriff's Transit Patrol Division provides contract security and law enforcement services for VTA with the primary goal of safety for its patrons and employees, and security for VTA properties. Security is provided by deputy sheriffs supplemented with special enforcement teams of deputies for graffiti suppression and rail right-of-way enforcement. The Transit Patrol Division office is located at 3331 North 1st Street, approximately six miles north of the Corridor.⁵

Additional information about VTA security services can be found in Section 3.15, Safety and Security.

Fire Protection

Fire protection services within the Santa Clara-Alum Rock Corridor and the City as a whole are provided by the City of San Jose Fire Department (SJFD) in accordance with the *San Jose Fire Code*, the *San Jose Municipal Code*, and the San Jose General Plan. The codes and General Plan guide city departments, other government agencies, private developers, and the public in reference to the construction, maintenance, and operation of fire protection facilities in the City. In addition, the codes and General Plan establish standards for the distribution, design, construction, and location of fire protection facilities. These standards specify fire-flow criteria, minimum distance to fire stations,

³ Sergeant David Santos, San Jose Police Department, Office of the Chief, Research and Development Unit, electronic communication with PBS&J, April 8, 2008. Data on districts officers is reported as of March 23, 2008.

⁴ Sergeant David Santos, San Jose Police Department, Office of the Chief, Research and Development Unit, electronic communication with PBS&J, April 11, 2008.

⁵ Santa Clara County Office of the Sheriff website, <http://www.sccgov.org/portal/site/sheriff>, accessed April 1, 2008.

hydrant specifications, and access provisions for firefighting vehicles and personnel. As noted in the San Jose 2020 General Plan, the SJFD has a goal of responding to all calls within four minutes.⁶

The Santa Clara-Alum Rock Corridor is located within the service area of three fire stations, all three of which are located within 0.25 miles of the Corridor. Fire Station #1 is at 225 North Market Street, Fire Station #2 is at 2933 Alum Rock Avenue, and Fire Station #8 is at 802 East Santa Clara Street.

Schools

The Berryessa Union School District, the Alum Rock Union School District, and the Eastside Union High School District serve the communities within and immediately surrounding the Santa Clara-Alum Rock Corridor. There are also private and parochial schools in the study area. These schools are described below.

Horace Mann Elementary School, located at 55 North 7th Street, and San Antonio Elementary School, located at 1855 East San Antonio Avenue, are within 0.25 miles of the Santa Clara-Alum Rock Corridor. Also, four elementary schools including Cesar Chavez Elementary, Anne Darling Elementary, McEntee Academy, and Russo Academy, are located within 0.5 miles of the Corridor. These schools typically serve 600 to 800 students and are located in residential areas away from major streets.

No middle schools are located within 0.25 miles of the Corridor; however, Lee Matheson Middle School and Pala Middle School are within 0.5 miles from the Corridor. For the 2006 to 2007 school year, Lee Matheson Middle School had an enrollment of 681 students and Pala Middle School had an enrollment of 571 students.⁷

James Lick High School, located at 57 North White Road, is within 0.25 miles of the Corridor. In addition, San Jose High Academy is within 0.5 miles of the Corridor. For the 2006 to 2007 school year, James Lick High School had an enrollment of 1,140 students, and San Jose High Academy had an enrollment of 935 students.⁸

San Jose State University, located at 1 Washington Square, is within 0.25 miles of the Corridor. San Jose State provides higher education to more than 30,000 undergraduate and graduate students in its seven colleges.⁹

Parks and Community Centers

As described below, the City of San Jose Department of Parks, Recreation, and Neighborhood Services maintains three neighborhood parks within 0.25 miles of the Corridor, and another four are located

⁶ City of San Jose, *San Jose 2020 General Plan*, p. 91, last updated June 5, 2007. <http://www.sanjoseca.gov/planning/gp/gptext.asp>, accessed April 1, 2008.

⁷ Education Data Partnership website, <http://www.ed-data.k12.ca.us/welcome.asp>, accessed April 1, 2008.

⁸ Education Data Partnership website, <http://www.ed-data.k12.ca.us/welcome.asp>, accessed April 1, 2008.

⁹ San Jose State University website, http://www.sjsu.edu/about_sjsu/, accessed April 1, 2008.

within 0.5 miles of the Corridor. Neighborhood parks provide recreational facilities close to residential areas. These neighborhood parks range from approximately 1 to 11 acres and average about 5.5 acres. Many of the neighborhood parks feature restrooms, playgrounds, picnic areas, and sports fields. Two of the neighborhood parks contain community centers. Regional parks provide recreational facilities and open space to the entire City. They are larger than neighborhood parks, ranging from two acres to over 700 acres, and provide more features such as cultural activities, trails, and swimming. Two regional parks are located within 0.25 miles of the Corridor.

Neighborhood Parks and Community Centers

St. James Park, a neighborhood park, is located one block north of the western portion of the Corridor at St. James and 1st Streets. The park is approximately 6.8 acres and provides a picnic table, playgrounds, grassy areas, paved paths, fountains, and restrooms.

Plata Arroyo Park, a neighborhood park, is three blocks north of the Corridor near King Road and Alum Rock Avenue. The park is 10.6 acres and provides 14 picnic tables, 14 BBQ grills, a basketball court, two tennis courts, and an exercise course.

Mayfair Park is a neighborhood park and is located about two blocks south of the Corridor along South Sunset Avenue. Mayfair Park is approximately 6.5 acres, provides eight picnic tables, two BBQ grills, one playground, two basketball courts, and a swimming pool.

The Roosevelt Park and Community Center is located adjacent to the Corridor at East Santa Clara Street and 21st Street, and is approximately 10.8 acres. This neighborhood park features a community center, picnic tables, a barbeque grill, playgrounds, basketball courts, and softball fields. Roosevelt Park is adjacent to Coyote Creek, which runs north to south along the western edge of the park, and is part of the 593-acre Coyote Creek park chain. The park chain includes a 15-mile multiple-use paved trail, rest areas, and emergency call boxes.

Regional Parks

Guadalupe River Park and Gardens, a regional park, is located adjacent to the Corridor and is maintained by the City. The park includes three miles of parkland that includes hiking and biking trails, open meadows, picnic and play areas, gardens, fountains, and public art. Guadalupe River Park and Gardens includes Discovery Meadow, McEnery Park, Arena Green, and Guadalupe Gardens.¹⁰

McEnery Park is part of Guadalupe River Park and Gardens, and is adjacent to the Corridor on the south side of West San Fernando Street near the Guadalupe River between SR 87 and Almaden Boulevard. The approximately 1.8-acre park provides restrooms, picnic tables a playground, and a children's water feature.

¹⁰ Friends of Guadalupe River Park & Gardens website, The Park, <http://www.grpg.org/ThePark.html>, accessed June 13, 2008.

Plaza de Cesar Chavez is a regional park and is about one block south of the Corridor. Plaza de Cesar Chavez is approximately 2.3 acres and provides restrooms.

Libraries

Libraries in the vicinity of the Santa Clara-Alum Rock Corridor are operated through collaboration between the San Jose Public Library System and San Jose State University. There are three libraries located within the study area. The nearest libraries, located adjacent to the Corridor include the Dr. Martin Luther King Jr. Library and the East San Jose Carnegie Branch Library. The Dr. Martin Luther King Jr. Library, located at 150 East San Fernando Street, is the library for San Jose State University and the Main Branch of the City of San Jose Library System. The East San Jose Carnegie Branch Library has been serving the local community since January 1908, and is currently under construction for expansion and renovation of the facility. The East San Jose Carnegie Branch Library is expected to reopen in 2009.¹¹

Hospitals

There is one hospital within 0.5 miles of the Corridor. The Regional Medical Center of San Jose is located in eastern San Jose about 0.4 miles north of the Corridor at 225 North Jackson Avenue, between Alexian Drive and McKee Road. The hospital has a 204-bed capacity and treats approximately 45,000 emergency-room patients per year. Hospital departments include obstetrics, in-patient and out-patient surgery, pediatric services, critical care, and general medicine.¹² Regional Medical Center of San Jose initiated expansion and renovation of its hospital campus to increase the amount of square footage, and add new cardiovascular services, an emergency and trauma center, expanded surgical services, and expanded general hospital services. The expansion of the hospital campus is expected to be completed in late 2008.¹³

Places of Worship

There are four places of worship located within 0.25 miles of the Santa Clara-Alum Rock Corridor: Cathedral Basilica of Saint Joseph, Five Wounds Church, St. Patrick's Catholic Proto-Cathedral, and Grace Baptist Community Church. Five Wounds Church is located at 1375 East Santa Clara Street and St. Patrick's Catholic Proto-Cathedral is located at 389 East Santa Clara Street. Grace Baptist Community Church, at 484 East San Fernando Street, and Cathedral Basilica of Saint Joseph, at 90 South Market Street, are both within 0.25 miles south of the Corridor.

¹¹ City of San Jose website, Capitol Management System, Public Improvement Proposed projects – Proposed project Details, East San Jose Carnegie Branch Library, https://cpms.sanjoseca.gov/pub/PrjDetail.cfm?prj_id=1316, accessed April 1, 2008.

¹² VTA, Capitol Expressway Corridor Draft Environmental Impact Statement/Environmental Impact Report, September 2003.

¹³ Regional Medical Center of San Jose website, “Expansion Proposed project Fact Sheet” <http://www.regionalmedicalsanjose.com/cpm/RegionalExpansionFact%20Sheet%20FINAL.pdf>, accessed April 1, 2008.

Impact Assessment and Mitigation Measures

Approach and Methodology

A qualitative analysis was used to evaluate impacts on community services resulting from implementation of the proposed project. Phase 1 of the proposed project would establish new enhanced bus service to the Corridor, and Phase 2 would replace BRT service and establish a new light rail service to the Corridor connecting the Vasona Line with the Tasman/Capitol Line and Capitol Expressway Line. The analysis includes an evaluation of effects on all community services and facilities located within the study area. Where necessary, mitigation measures are provided to reduce impacts of the proposed project to less than significant.

Standards of Significance

The proposed project may result in adverse effects related to community services if the alternatives would result in substantial adverse physical impacts associated with the provision of 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 any of the following public services:

- fire protection,
- police protection,
- schools,
- parks, or
- other public facilities.

Environmental Analysis

In order to determine community services impacts due to construction and operation of the proposed project, a level of significance is determined and reported in the impact statement. Conclusions of significance are defined as follows: significant (S), potentially significant (PS), less than significant (LTS), no impact (NI), and beneficial (B). If the mitigation measures would not diminish potentially significant or significant impacts to a less-than-significant level, the impacts are classified as “significant and unavoidable (SU).” For this section, CS refers to Community Services.

For the purposes of this analysis, the proposed project includes the implementation of BRT and Single Car LRT in the Santa Clara-Alum Rock Corridor in two phases. Phase 1 includes the implementation of BRT service and Phase 2 includes the implementation of Single Car LRT service. Potential community services impacts associated with Phase 1 and Phase 2 of the proposed project, including project options, would be largely similar. Therefore, the analyses for the two project phases are discussed together. Areas in which the effects of the two phases differ are detailed within the discussion of each significance threshold.

Potential impacts associated with the extension of transit services in the Capitol Expressway Corridor were analyzed in the Capitol Expressway Light Rail Final Supplemental Environmental Impact Report (FSEIR) dated January 2007, which is incorporated herein by reference. Potential impacts of the proposed project not analyzed in the Capitol Expressway Light Rail FSEIR are described below, as necessary.

CS-1. Under proposed project, fire and police service providers would be able to maintain acceptable service ratios, response times, and other performance objectives. (LTS)

The response time for emergency services depends in part on the distance from fire and police stations to the areas served and on the size and number of fire and police officers in a district. The fire stations identified in the study area are distributed evenly along the Corridor.

As described in Section 3.2, Transportation, with the implementation of the proposed project, there is potential for traffic delays at Corridor intersections. The Single Car LRT, which would begin operation after 2018, would operate in a one-car consist that would typically clear Corridor intersections in less than one minute. However, bus operators must adhere to federal, State, and local traffic laws and regulations and light rail operators must stop their trains clear of the intersection until emergency vehicles have passed. Therefore, a substantial increase to fire and police response times would not occur.

Furthermore, VTA will work with fire and police departments during preliminary engineering and final design of the proposed project to ensure that fire and life safety issues are adequately addressed. As a result, the proposed project would have a less-than-significant impact on police and fire services.

CS-2. Under the proposed project, construction of new schools or libraries would not be required. Furthermore, construction of Phase 1 and Phase 2 would improve accessibility to schools and libraries near the Corridor. (B)

Implementation of the proposed project would result in an improvement in accessibility to existing schools and libraries along the Santa Clara-Alum Rock Corridor. As described above, elementary, middle, and high schools; San Jose State University; and libraries are located within 0.5 miles of the Santa Clara-Alum Rock Corridor and would therefore be within 0.5 miles of a proposed BRT and/or LRT station. This is considered a beneficial effect because implementation of the proposed project would enhance existing transit in the Corridor and would provide more rapid service to schools and libraries.

Implementation of the proposed project would not result in increased student enrollment in any of the school districts in which the Corridor is located. Implementation of proposed project does not include any elements, such as housing, that would induce substantial growth beyond planned growth levels. The proposed project would serve existing populations and forecasted population levels reflected in the *San Jose 2020 General Plan*. According to the General Plan, the Santa Clara-Alum Rock Corridor has been designated as an “intensification corridor,”

where higher residential densities, mixed uses, and non-residential uses are centered along an existing or planned light rail line. Planned growth is therefore accommodated in the City's plans, and current school capacities would also be sufficient to address this growth. Because the proposed project would not directly increase population in the Corridor and because the proposed project would likely make schools in the Corridor more accessible to students, implementation of BRT and Single Car LRT service would have a beneficial impact on schools.

Similar to the demand in schools, the demand for library facilities is related to any increases in population to the service area. According to the *San Jose General Plan*, additional library facilities are required at a ratio of 10,000 square feet of library space per 36,000 residents. No additional library facilities would be required because the proposed project does not provide any residential uses that would result in direct demands for libraries. Because the proposed project would likely make library facilities in the Corridor more accessible to library patrons, implementation of BRT and Single Car LRT service would have a beneficial impact on library facilities.

CS-3. Under the proposed project, no physical alteration of existing parks or community centers would be required. (B)

Implementation of BRT and Single Car LRT service under the proposed project would not require any alterations to existing parks and community centers. With implementation of the proposed project, access to parks and community centers located in the study area would be improved because the proposed project would provide an increased level of public transit. Because transit services would be enhanced to these community facilities, this is considered a beneficial impact.