

Section 3.4 Community Services

Introduction

This section discusses the existing community services in the Capitol Expressway Corridor and the potential effects of the alternatives analyzed in this Supplemental DEIS on those services. It specifically analyzes the effect of the proposed alternatives on police, fire, schools, parks/community centers, libraries, and places of worship. This section updates information from the prior 2005 FEIR and 2007 SEIR.

Affected Environment

EXISTING CONDITIONS

An inventory of community services and facilities located within the study area (roughly defined as the Capitol Expressway between Florence Avenue in the north and Quimby Avenue in the south) is shown in Table 3.4-1, and a map of the services and facilities is shown in Figure 3.4-1. Table 3.4-1 identifies the community facilities in the study area and their proximity to the Capitol Expressway.

Facilities located within 0.25 miles of the Capitol Expressway are shaded. The 0.25 mile radius (used in the prior EIRs) represents the distance that people are willing to walk to a transit stop, which is about 5 minutes or 1,000 feet. The radius expands to about 1,500-2,000 feet around 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 (Barton-Ashman Associates 1990). Descriptions of these services can be found in the Capitol Expressway Corridor Background Report.

Table 3.4-1. Inventory of Community Services and Facilities

Feature	Address (Nearest Major Cross Street)	Proximity to Capitol Expressway
Elementary Schools		
Adelante Dual Language Academy	2999 Ridgemont Drive (Ocala Avenue)	0.4 mile east on Ocala Avenue to Ridgemont Drive
A.J. Dorsa Elementary	1290 Bal Harbor Drive (Decatur Drive)	0.2 west on Bal Harbor Drive
Donald Meyer	1824 Daytona Drive (Ocala Avenue)	0.4 mile west on Ocala Avenue to Daytona Drive
Holly Oak	2995 Rossmore Way (White Road)	0.5 mile east between Quimby and Aborn Roads; no direct access
Katherine Smith	2025 Clarice Drive (Tully Road)	0.5 mile west on Tully Road to Quimby Road to Clarice Drive
Lyndale	13901 Nordyke Drive (White Road)	0.4 mile east on Wilbur Avenue
Mildred Goss	2475 Van Winkle Lane (Story Road)	0.1 mile west on Story Road to Galahad to Van Winkle Lane
Most Holy Trinity	1940 Cunningham Avenue (King Road)	0.6 mile west on Ocala Avenue to Winter Park Way to Cunningham Avenue
Russo McEntee	2851 Gay Avenue (Minidoka Avenue)	0.5 mile north on Gay Avenue
Sylvia Cassell	1300 Tallahassee Drive (Story Road)	0.3 mile west between Story Road and Ocala Avenue; no direct access
Thomas Ryan	1241 McGinness Avenue (Story Road)	0.2 mile east on Story Road to McGinness Avenue
William Rogers	2999 Ridgemont Drive (Ocala Avenue)	0.4 mile east on Ocala Avenue to Ridgemont Drive
Junior High/Intermediate/Middle Schools		
Clyde Fischer Middle	1720 Hopkins Drive (Ocala Avenue)	0.6 mile west on Ocala Avenue to Hopkins Drive
George V. Leyva Intermediate	1865 Monrovia Drive (Aborn Road)	0.2 mile west on Aborn Road to Irwindale Drive
Ocala Middle	2800 Ocala Avenue (Capitol Expressway)	0.2 mile east on Ocala Avenue
High Schools		
Apollo High	1835 Cunningham Avenue (King Road)	0.5 mile west on Ocala Avenue to Winter Park Way
East Valley Christian High	2715 South White Road (Quimby Road)	0.6 mile east on Quimby Road to White Road
Foothill High	230 Pala Drive (Capitol Avenue)	0.7 mile north on Capitol Avenue to Gay Avenue
James Lick High	57 North White Road (Alum Rock Avenue)	0.3 mile east on Alum Rock Avenue

Feature	Address (Nearest Major Cross Street)	Proximity to Capitol Expressway
Liberty Baptist High	2790 South King Road (Aborn Road)	0.6 mile north on King Road
Mount Pleasant High	1750 South White Road (Ocala Avenue)	0.6 mile east on Ocala Avenue to White Road
William C. Overfelt High	1835 Cunningham Avenue (King Road)	0.5 mile east on Ocala Avenue to Winter Park Way
Community Centers		
Hank Lopez	1694 Adrian Way (Ocala Avenue)	0.3 mile west on Ocala Avenue to Adrian Way
Libraries		
Alum Rock Branch	75 South White Road (Alum Rock Avenue)	0.4 mile east on Alum Rock Avenue to White Road
Hillview Branch	2255 Ocala Avenue (Capitol Expressway)	0.3 mile west on Ocala Avenue
Places of Worship		
First Samoan Assemblies of God Church	990 S. Capitol Avenue	0.1 miles west on Capitol Avenue
Grace Community Baptist Church	2801 Florence Avenue (Capitol Avenue)	0.1 mile east on Florence Avenue
Major Parks		
Capitol	Bambi Lane (Capitol Expressway)	0.2 mile west on Bambi Lane
Hillview	2251 Ocala Avenue (Capitol Expressway)	0.3 mile west on Ocala Avenue
Lo Bue Park	Muirfield Drive (Sierra Meadow)	0.3 mile west on Muirfield Drive
Lake Cunningham	2305 South White Road (Tully Road)	0.2 mile east on Tully Road
Welch	1900 Santiago Drive (Tully Road)	0.6 mile west on Tully Road to Brahms Drive
Fire Stations		
Station No. 2	2933 Alum Rock Avenue (White Road)	0.2 mile east on Alum Rock Avenue
Station No. 16	2001 South King Road (Cunningham Avenue)	0.9 mile west on Ocala Avenue to King Road
Station No. 21	1749 Mount Pleasant Road (Marten Avenue)	1.4 miles east on Ocala Avenue to Mount Pleasant Road
Station No. 24	2525 Aborn Road (Nieman Boulevard)	0.4 mile east on Aborn Road

Feature	Address (Nearest Major Cross Street)	Proximity to Capitol Expressway
Regional Facilities		
Eastridge Shopping Center	1 Eastridge Center (Capitol Expressway)	At Eastridge Loop
National Hispanic University	14271 Story Road (White Road)	0.7 mile east on Story Road
Raging Waters	2333 South White Road (Tully Road)	0.2 mile east on Tully Road
Reid Hillview Airport	2350 Cunningham Avenue (Capitol Expressway)	0.2 mile west on Cunningham Avenue

Source: Korve Engineering 2004b, ICF International updated with GoogleMaps 2009.

Notes: Facilities located within 0.25 mile of Capitol Expressway are shaded. The 0.25-mile radius generally represents the distance at which people are willing to walk to a transit stop.

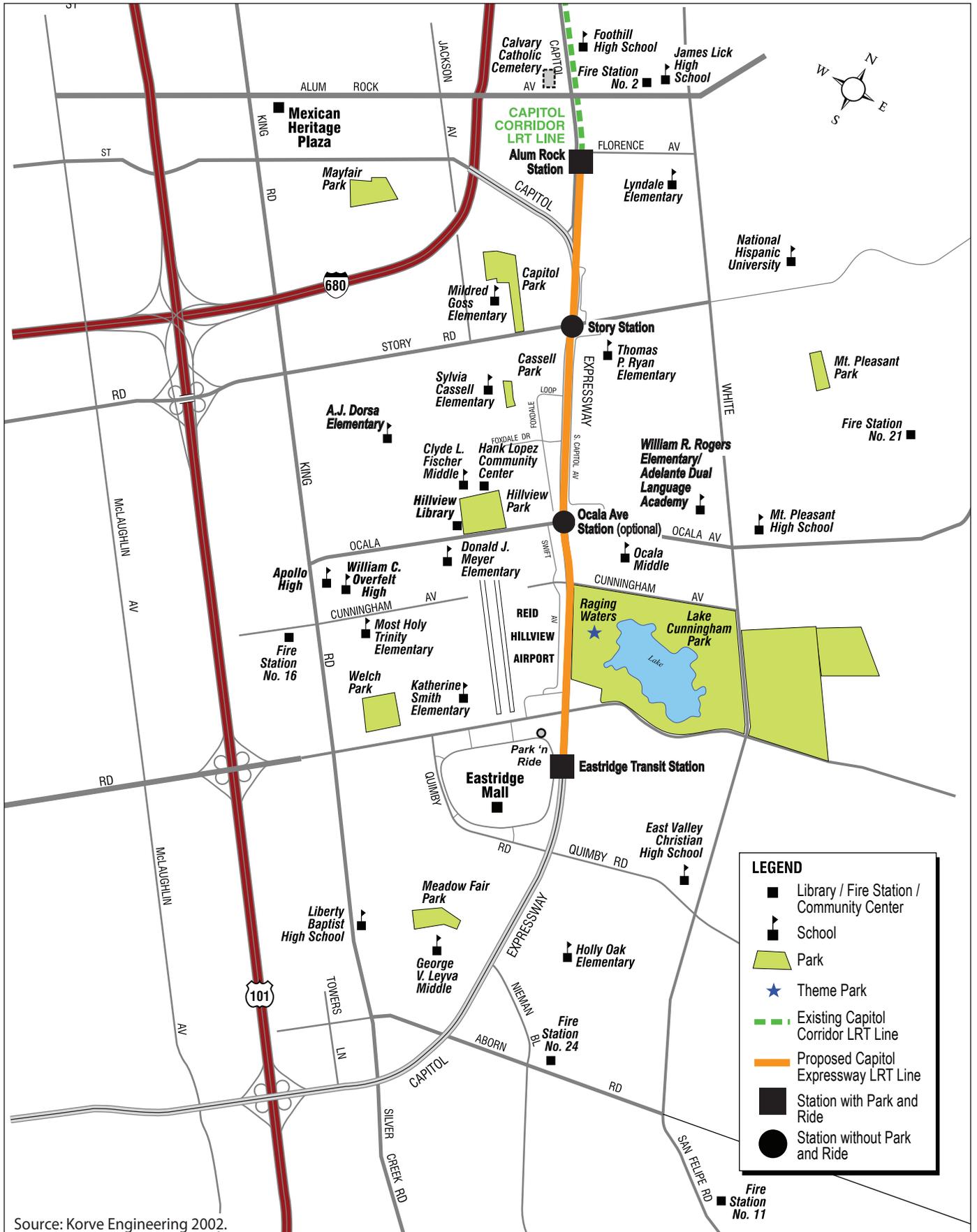


Figure 3.4-1
Existing Community Features

Environmental Consequences

APPROACH AND METHODS

The effects of the proposed alternatives on community services were assessed qualitatively, based upon the prior EIRs, review of relevant literature, and from personal communications with community services representatives. The assessment included evaluation of community services and facilities located within 0.5 miles of the study area.

EFFECTS AND MITIGATION MEASURES

Affects related to change in access, alterations/displacements to community facilities, and changes in police/fire service ratios are discussed in this section. Potential affects as a result of the alternatives are discussed collectively, by alternative in this section.

No-Build Alternative

The No-Build Alternative would not include construction of structures or facilities. Under this alternative, no community services impacts are anticipated. No further discussion of this impact is necessary.

Light Rail Alternative

A discussion of construction impacts related to community services (coordination with emergency service providers) is included in Section 3.18 *Construction*.

Impact: Change in Access to Community Services and Facilities

The Light Rail Alternative would improve transit access to community service facilities in the Capitol Expressway Corridor, including schools, parks and trails, libraries, and other community services. In addition, it would provide improved transit access to employment centers, downtown San Jose, and other regional activity centers. This is considered a beneficial effect.

Beneficial effect. No mitigation required.

Impact: Alteration or Displacement of Community Facilities

The majority of the improvements included in the Light Rail Alternative would occur within the existing public right-of-way. With the exception of one parcel (affecting two commercial businesses), all acquisitions would be partial – displacing parking lots, landscaping areas, and backyards. No physical alteration or displacement of existing community services, including existing parks, community

centers, schools, or libraries is anticipated. Finally, the Light Rail Alternative does not include residential housing and would therefore not result in an increase in population that could result in the need to construct new or physically altered facilities. No construction of new schools, libraries, parks, or other community-oriented amenities (community centers, places of worship, etc.) would be required to accommodate growth. There is no adverse effect.

No adverse effects. No mitigation required.

Impact: Change in Acceptable Service Ratios, Response Times, or Other Performance Objectives of Emergency Services

Under the Light Rail Alternative there is potential for traffic delays at at-grade crossings (Ocala Avenue and Cunningham Avenue). 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 police officers in a district. VTA would extend coverage provided by its Protective Services unit to any new light rail transit operations. The additional police protection service needs associated with new light rails service would be coordinated with the Santa Clara County Sheriff’s Department and San Jose Police Department. It is anticipated that VTA would work with service providers during preliminary engineering and final design to ensure that fire and life safety issues would be adequately addressed. VTA would also coordinate development of evacuation plans for the aerial portions of the Light Rail Alternative to ensure the safety of light rail patrons and operators. No adverse effects on police and fire services is anticipated.

No adverse effects. No mitigation required.

Proposed Options

The above discussion is inclusive of the Light Rail Alternative options.

CUMULATIVE EFFECTS

No-Build Alternative

The No-Build Alternative would not contribute to cumulative effects to community services.

Light Rail Alternative

The Light Rail Alternative in combination with other reasonably foreseeable projects in the Capitol Expressway Corridor could result in an increased demand for police, fire, and emergency services. However, VTA would extend Protective Services

coverage to any new light rail operations and during construction would coordinate with police, fire, and emergency services (refer to Section 3.18 *Construction*, CON-7) to ensure that fire and life safety issues would be adequately addressed. Therefore, implementation of the Light Rail Alternative would not contribute to cumulative effects to community services.

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