

3.4 Community Services

This section describes the potential community services impacts associated with the proposed changes to the approved project.

Environmental Setting

There are numerous community facilities located near the Capitol Expressway corridor, including police stations, fire stations, schools, parks, community centers, hospitals, libraries, and places of worship. Table 3.4-1 provides details on the community facilities identified in the 2005 Final EIR and the four new community facilities located within 0.25 mile of the location of the proposed changes to the approved project since the publication of the 2014 Subsequent IS/MND.²

Table 3.4-1 Community Facilities Near the Capitol Expressway Corridor

Name of Facility ¹	Address (Nearest Major Cross Street)	Distance from Corridor (miles) ²
Preschool and Elementary Schools		
Play N' Learn Preschool	505 Massar Avenue (Dobern Avenue/Abed Court)	0.2 mile on Highwood Drive to Penrod Place to Massar Avenue
Reach Montessori Preschool	2490 Story Road (Capitol Expressway)	0.2 mile west on Story Road
A.J. Dorsa Elementary	1290 Bal Harbor Drive (Decatur Drive)	0.2 mile west on Bal Harbor Drive
Holly Oak	2995 Rossmore Way (White Road)	0.5 mile east between Quimby and Aborn Roads; no direct access
Lyndale	13901 Nordyke Drive (White Road)	0.4 mile east on Wilbur Avenue
Most Holy Trinity	1940 Cunningham Avenue (Kind Road)	0.6 mile west on Ocala Avenue to Winter Park Way to Cunningham Way
Sylvia Cassell	1300 Tallahassee Drive (Story Road)	0.3 mile west between Story Road and Ocala Avenue; no direct access
William Rogers	2999 Ridgemont Drive (Ocala Avenue)	0.4 mile east on Ocala Avenue to Ridgemont Drive
Junior High/ Intermediate/ Middle Schools		
George V. Leyva Intermediate	1865 Monrovia Dive (Aborn Road)	0.2 mile west on Aborn Road to Irwindale Drive

² As discussed in the 2005 Final EIR, the 0.25-mile threshold is significant because people are typically willing to walk approximately 0.25-mile (which takes approximately 5 minutes) to a transit stop.

Name of Facility ¹	Address (Nearest Major Cross Street)	Distance from Corridor (miles) ²
High Schools		
East Valley Christian High	2715 South White Road (Quimby Road)	0.6 mile east on Quimby Road to White Road
James Lick High	57 North White Road (Alum Rock Avenue)	0.3 mile east on Alum Rock Avenue
Mount Pleasant High	1750 South White Road (Ocala Avenue)	0.6 mile east on Ocala Avenue to White Road
Libraries		
Hillview Branch	2255 Ocala Avenue (Capitol Expressway)	0.3 mile west on Ocala Avenue
Places of Worship		
Grace Community Baptist Church	2801 Florence Avenue (Capitol Avenue)	0.1 mile east on Florence Avenue
Eastside Church of God	2490 Story Road (Capitol Expressway)	0.2 miles west on Story Road
Major Parks		
Hillview	2251 Ocala Avenue (Capitol Expressway)	0.3 mile west on Ocala Avenue
Lake Cunningham	2305 South White Road (Tully Road)	0.2 mile east on Tully Road
Thompson Creek Trail ³	Capitol Expressway and Tully Road	0.03 east on Tully Road
Fire Stations		
Station No. 16	2001 South King Road (Cunningham Avenue)	0.9 mile west on Ocala Avenue to King Road
Station No. 24	2525 Aborn Road (Nieman Boulevard)	0.4 mile east on Aborn Road
Regional Facilities		
National Hispanic University	14271 Story Road (White Road)	0.7 mile east on Story Road
Reid-Hillview Airport	2350 Cunningham Avenue (Capitol Expressway)	0.2 mile west on Cunningham Avenue

Notes:

¹ Shaded row indicates a new community facility located within 0.25 mile of the location of the proposed changes to the approved project since the publication of the 2014 Subsequent IS/MND.

² Distance was measured from the facility to the nearest portion of the corridor where the approved project or proposed changes to the approved project would be located.

³ Additional information regarding the Thompson Creek Trail is provided in Chapter 2, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*.

Source: VTA 2005; GoogleEarth 2018; ICF 2018; VTA 2012.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant community services impacts compared to the impacts previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would not generate an increase in population that would require additional community services or change existing police and fire service ratios. In addition, the proposed changes would not affect access to the community service facilities or result in alterations or displacements of these facilities.

Similar to the approved project, construction activities associated with the proposed changes to the approved project would temporarily disrupt emergency access within the project corridor. However, the construction activities would not disrupt emergency access beyond what was previously identified and analyzed for the approved project and the effect would be temporary. In addition, construction of the foundation for TSP No. 53A, TSP No. 54, and TSP No. 55 may require temporary closure of the Thompson Creek Trail for safety during drilling, and foundation work. However, this closure would be temporary with a duration of approximately 10 to 15 days per pole and would include the appropriate detour information and signage. Thus, the construction activities associated with the proposed changes would not increase community services impacts beyond what was previously identified and analyzed for the approved project.

The majority of the proposed changes to the approved project (including the modifications to Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; and modification to Story Station pedestrian access) would involve modifications to existing or approved project structures. Thus, these proposed changes would not result in changes to emergency response times beyond those previously identified and analyzed for the approved project. In addition, the proposed relocation of a construction staging area and the proposed relocation of PG&E's electrical transmission facilities would not increase emergency response times.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) could change roadway circulation and emergency response times compared to the approved project. The proposed replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would reduce the potential for vehicle, train, and emergency vehicle conflicts along Capitol Expressway compared to the conflicts previously identified and analyzed for the approved project. In addition, this proposed change would avoid the potential for delays at light rail grade crossings identified and analyzed for the approved project. Furthermore, the proposed creation of four general purpose traffic lanes in each direction with a center median between Story Road and Capitol Avenue and the addition of right and left turn lanes on Capitol Expressway would improve vehicle circulation and access for emergency vehicles by allowing more space for emergency vehicles to pass

other vehicles compared to the approved project. Similar to the approved project, VTA would coordinate development of evacuation plans for the proposed aerial guideway to ensure the safety of light rail patrons and operators. Thus, these proposed changes to the approved project would be beneficial to and would improve emergency response times compared to the impacts previously identified and analyzed for the approved project.

Impact: Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to community services.

The following impact from the 2005 Final EIR would apply to the proposed changes to the approved project: CS (Construction)-1 (Temporary Disruption of Emergency Access).

Mitigation: Operation. None required. There is “No Impact.”

Construction. The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: Mitigation Measure CS (CON)-1 (Coordinate with Emergency Service Providers). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

Less-than-significant operational and construction impact with mitigation.