

5.3 COMMUNITY SERVICES AND FACILITIES

This section discusses the potential adverse effects to community services including fire protection, police protection, schools, parks, and other public facilities.

5.3.1 INTRODUCTION

An adverse effect on community services and facilities would occur if the alternatives displaced or physically altered a community facility so as to adversely hinder the operation or services offered at the facility, either on a short-term or long-term basis.

Parks and recreational facilities would be affected if they were altered or displaced or their use or function were diminished. In addition, parkland and recreational facilities are subject to guidelines established by Section 4(f) of the U.S. Department of Transportation Act (USC 1653 (f)) (refer to Chapter 7, Section 4(f) Evaluation). Taking of parkland or recreational properties for the implementation of the BEP or SVRTP alternatives would be an adverse effect, requiring consultation with the U.S. Department of Transportation and U.S. Department of the Interior.

For police and fire services, an effect would be considered adverse if the alternative would require additional equipment or personnel to maintain acceptable service levels or if access to police or fire stations or emergency vehicle routes were impeded.

5.3.2 METHODOLOGY

As noted in Section 4.3, Community Services and Facilities, there are many community services and facilities located within the SVRTC. The focus area for the community services and facilities analyses for the No Build, BEP, and SVRTP alternatives include the facilities located within walking distance (¼-mile) of a proposed BART station since they would be most accessible to a BART station.

5.3.3 IMPACT DISCUSSION

Affects from changes in access, maintenance of acceptable police and fire service levels, and alterations to community facilities (including parklands, religious institutions, and fire stations) are discussed in this section for each alternative. Displacement or alteration of community facilities is also discussed.

Adverse effects related to security and system safety including police and fire department services are further discussed in Section 5.11, Security and System Safety. Measures to mitigate adverse effects to community services and facilities as a result of air emissions, noise and vibration, and visual changes are described in their respective sections.

Changes in Access to Community Services and Facilities

Table 5.3-1 summarizes the community services and facilities within walking distance of the BEP and SVRTP alternatives' BART stations.

Table 5.3-1: Community Facilities Within ¼-Mile of BART Stations^a

Facility Type	BEP Alternative^b	SVRTP Alternative^c
Police	0	1
Fire	0	1
Hospitals	0	0
Schools	0	6
Civic, Community and Cultural	0	9
Libraries	0	2
Parks and Recreational Facilities	0	6
Religious Institutions	0	20
Total	0	45

^a ¼-mile distance is approximate.

^b Includes the Berryessa and Milpitas Stations.

^c Includes the Berryessa, Milpitas, Alum Rock, Downtown San Jose, Diridon/Arena, and Santa Clara Stations.

Source: VTA 2003.

No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements in the SVRTC (see Section 2.6, Related Projects, for a list of these projects). The No Build Alternative projects would likely result in changes to access of community facilities typically associated with transit vehicles and facilities and roadway projects. When necessary, mitigation could include measures to ensure continued access to these facilities. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would result in changes to access of community facilities.

BEP Alternative

As indicated in Table 5.3-1, no community services or facilities are within walking distance of the proposed Berryessa and Milpitas stations. As a result, the BEP Alternative would not alter access to community services and facilities and no mitigation is required.

SVRTP Alternative

Improved transit access to the affected community facilities in the cities of San Jose and Santa Clara would occur as a result of the SVRTP Alternative. Table 5.3-1 identifies each type of facility that would be within walking distance of a BART station under the

SVRTP Alternative. Forty community facilities within walking distance of stations in San Jose would realize direct benefits of improved transit access as a result of the SVRTP Alternative. Three community facilities would be within walking distance of the Santa Clara Station. These community facilities are discussed in more detail below.

Schools. San Jose High Academy and Five Wounds Catholic Elementary School are located within walking distance of the Alum Rock Station. The proximity of the Downtown Station would benefit San Jose State University students and faculty as well as other community members attending educational and cultural events at the university. Staff and students at Saint Patrick Elementary School and Horace Mann Elementary School would also benefit from the proximity of the Downtown San Jose Station. Faculty members and students of Santa Clara University would benefit from the proximity of the Santa Clara Station to the University.

Civic, Community and Cultural. A variety of cultural and entertainment attractions would be accessible from the SVRTP Alternative BART stations. The Portuguese Band and Social Center would be within walking distance of the Alum Rock Station. The San Jose City Hall and Grace Baptist Church Community Center, San Jose McEnery Convention Center, San Jose Museum of Art, and the Tech Museum of Innovation would be within walking distance of the Downtown San Jose Station. The San Jose Civic Auditorium, Center for Performing Arts, and HP Pavilion would be within walking distance of the Diridon/Arena Station.

Libraries. The Alum Rock Station would be within walking distance of the new East San Jose Carnegie Library (currently planed to open in 2009). Patrons of the Dr. Martin Luther King Jr. Library would be able to walk from the Downtown San Jose Station.

Parks and Recreational Facilities. Six city-operated park and recreational facilities would be within walking distance of a BART station under the SVRTP Alternative. St. James Park, McEnery Park, and Plaza de Cesar Chavez would be within walking distance of the Downtown San Jose Station. The Diridon/Arena Station would be within walking distance of the Arena Green and Guadalupe River Park. Larry J. Marsalli Park would be within walking distance of the Santa Clara Station.

Religious Institutions. Three religious institutions would be within walking distance of the Alum Rock Station. BART passengers would be able to walk to sixteen religious institutions from the Downtown San Jose Station. Ambassadors of Christ Church would be within walking distance of the Santa Clara Station.

As discussed above, implementation of the SVRTP Alternative would provide improved transportation service to people living and working in the SVRTC. Extending BART service would also improve accessibility to community facilities in San Francisco, Oakland, and other regional activity centers along the existing BART system. VTA will continue to work with the cities of Fremont, Milpitas, San Jose, and Santa Clara in the implementation of the VTA Community Design and Transportation Guidelines to better facilitate pedestrian/bicycle circulation and the use of transit to access community facilities.

Since the BEP and SVRTP alternatives are transportation projects, they would not directly introduce new population growth to the SVRTC. As a result, implementation of these alternatives would not directly create an increased need for community facilities beyond what is currently provided in the SVRTC. The provision of transit would be consistent with local jurisdiction general plans and would not directly increase the population in the SVRTC (see Sections 5.9, Land Use and 5.12, Socioeconomics). As with the BEP Alternative, the SVRTP Alternative would not alter access to community services and facilities for that portion of the alignment and no mitigation is required.

Alteration or Displacement of Community Facilities

No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements in the SVRTC (see Section 2.6, Related Projects, for a list of these projects). The No Build Alternative projects would likely result in effects to community facilities typically associated with transit vehicles and facilities and roadway projects. When necessary, mitigation could include measures to improve or replace the affected community facility. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would result in alteration or displacement of community facilities.

BEP Alternative

A segment of the BEP Alternative alignment just south of the UPRR Milpitas Yard north of the Great Mall would require a 20-foot-wide strip of land from Parc Metro East Park, a City of Milpitas public park. In anticipation of this right-of-way (ROW) requirement, the City of Milpitas developed and constructed the park with only landscaping and no park facilities in the area needed to accommodate the BEP Alternative. The acquisition would affect only 2.5 percent of the total area of the park; it would not affect the public use of the park; and it would not compromise the intended function of the park. This adverse effect and measures to reduce harm to parklands is also discussed in Chapter 7, Section 4(f) Evaluation.

Fire Station 34 at 1634 Las Plumas Avenue would be displaced by the Las Plumas Yard Option of the BEP Alternative. VTA would relocate the fire station and work with the City of San Jose Fire Department to ensure the continuation of fire protection services for the service area.

Implementation of the BEP Alternative would not adversely diminish the use or function of parks and recreational facilities and would maintain acceptable service levels for police and fire services. No mitigation would be required.

SVRTP Alternative

Adverse effects from alteration or displacement of community facilities for the first 9.9 miles of the SVRTP Alternative would be the same as those under the BEP Alternative, except for the displacement of Fire Station 34. The SVRTP Alternative would not

require the displacement of Fire Station 34. In addition to the adverse effects discussed for the BEP Alternative, the SVRTP Alternative would result in demolition of the Temple la Hermosa of the Assemblies of God located on Montgomery Street, just south of Diridon Station. VTA would provide relocation assistance to this religious institution as discussed in Section 5.12, Socioeconomics.

Implementation of the SVRTP Alternative would not diminish the use or function of parks and recreational facilities and would not adversely hinder the operation or services offered at the community facilities. No mitigation would be required.

Changes in Police and Fire Service Ratios

No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements in the SVRTC (see Section 2.6, Related Projects, for a list of these projects). The No Build Alternative projects would likely result in adverse effects to police and fire service ratios typically associated with transit vehicles and facilities and roadway projects. When necessary, mitigation could include measures to provide additional equipment or facilities to ensure adequate service ratios. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would result in changes in police and fire service ratios.

BEP and SVRTP Alternatives

Police and fire departments in Fremont, Milpitas, San Jose, and Santa Clara would provide emergency services to the BEP and SVRTP alternatives through mutual aid agreements. As discussed in Section 5.11, Security and System Safety, measures such as the expansion of BART police, would be implemented during operation of the BEP and SVRTP alternatives. In addition, with the BEP Alternative, a replacement fire station would be constructed to ensure the continuation of fire protection services and adequate service ratios as described above.

VTA and BART would expand existing mutual aid agreements with the cities of Fremont, Milpitas, San Jose, and Santa Clara to ensure appropriate coordination and training to address the requirements of the BEP and SVRTP alternatives. The mutual aid agreements among local police, fire, and emergency service providers would be expanded to include BART police services, station areas, and facilities. As a result, BART safety officers would assist city emergency service personnel and city emergency service personnel would assist BART when necessary.

Although not listed in Table 5.3-1 since it is not an existing facility, a BART Transit Police Station will be included at the Alum Rock Station. The presence of the police station at the Alum Rock Station, midway along the SVRTP Alternative alignment, would provide a visible security presence for passengers and enhance the responses to emergency calls at this and other stations in this alternative.

Implementation of the BEP or SVRTP alternatives would not adversely affect emergency response times, performance objectives, or service ratios for police and fire departments in the cities of Fremont, Milpitas, San Jose, and Santa Clara. No adverse effects are anticipated and no mitigation would be required.

5.3.4 CUMULATIVE IMPACTS

An increased demand for police, fire, and emergency services may result from cumulative development in the SVRTC. However, BART provides its own police officers, and, as discussed in Section 5.3.2, the implementation of the BEP or SVRTP alternatives would not adversely affect emergency response times or service ratios. Therefore implementation of these alternatives would not result in an increased demand for community services or facilities and no mitigation would be required.