

4.4 Community Facilities and Public Services

4.4.1 Introduction

This section describes the affected environment and environmental consequences related to community facilities and public services from operations of the NEPA Alternatives. The following sources of information were used to prepare the analysis in this section.

- *Envision San Jose 2040 General Plan* (City of San Jose 2011a).
- *Envision San Jose 2040 General Plan EIR* (City of San Jose 2011b).
- *City of Santa Clara 2010-2035 General Plan* (City of Santa Clara 2010).
- *City of Santa Clara 2010-2035 General Plan EIR* (City of Santa Clara 2010a).
- *Fire Department Organizational Review – City of San Jose, CA* (Citygate Associates, Inc. 2016).
- *Triennial On-Site Security Review of VTA* (California Public Utilities Commission 2014).
- Personal communications with San Jose Police Department, San Jose Fire Department, San Jose Unified School District, San Jose Parks, Recreation and Neighborhood Services, Santa Clara Police Department, Santa Clara Fire Department, Santa Clara Unified School District, Santa Clara Department of Parks and Recreation, and BART Police Department.

4.4.2 Environmental and Regulatory Setting

4.4.2.1 Environmental Setting

This section discusses the existing conditions related to public services and community facilities in the vicinity of the BART Extension Alternative. For the purposes of this analysis, *public services* include fire protection, emergency services, and law enforcement, whereas *community facilities* include schools, parks, libraries, civic and cultural centers, religious institutions, entertainment hubs, and museums. Figures 4.4-1 through 4.4-3 show the locations of these public services and community facilities within San Jose and Santa Clara along the alignment.

Police, Fire, and Emergency Services

Police Services

Police protection for the BART Extension Alternative is provided by the BART Police Department for the station platforms and trackway and VTA in coordination with the Santa Clara County Sheriff's Office for other facilities, as discussed in Section 4.13, *Security and System Safety*. Police protection and traffic enforcement for areas outside the BART Extension Alternative facilities would be provided by the San Jose Police Department (SJPD)

and Santa Clara Police Department (SCPD). In addition, local police departments have mutual-aid agreements with other agencies such as the San Mateo County Sheriff's Office and California Highway Patrol.

Police protection services for each city in the study area are discussed below. Police facilities servicing the BART Extension Alternative are mapped in Figure 4.4-1.

City of San Jose

SJPD provides police services to the City of San Jose, and currently employs 932 sworn officers and 423.67 civilian staff members. SJPD's response target, defined as the period from when a call is received until an officer is on the scene, is under 6 minutes for Priority 1 calls and under 11 minutes for Priority 2 calls. (Priority 1 calls indicate an event of immediate potential for imminent danger to life or property; Priority 2 calls indicate that an event has occurred but the suspect is no longer at the scene and/or no imminent threat exists to life or property). For the first quarter of the 2015 fiscal year, SJPD maintained an average 7.58-minute response time for Priority 1 calls and 20.89-minute response time for Priority 2 calls. SJPD responded to 53 percent of Priority 1 calls in under 6 minutes, and 45 percent of Priority 2 calls in under 11 minutes.

SJPD operates out of the 201 West Mission Street headquarters, located outside of the BART Extension Alternative study area. This location serves the entire City of San Jose. As of fall 2015, there were no new proposed police stations. SJPD does not consider current equipment, staffing, facilities, and response times as adequate to provide police service in its jurisdiction (Morales pers. comm.).

City of Santa Clara

SCPD provides police services to the City of Santa Clara. SCPD currently employs 205 full-time and 68 volunteer employees. The Santa Clara BART station would be served by the SCPD Police Building at 601 El Camino Real. The *City of Santa Clara 2010-2035 General Plan* establishes a 3 minutes-or-less response time for high priority calls. In fiscal year 2014, SCPD had an average response time of 3:59 minutes to high-priority calls (McDowell pers. comm.).

SCPD currently needs additional police officers and support staff to maintain its level of service, and is conducting a detailed assessment to better evaluate existing resources and plan for future staffing needs.



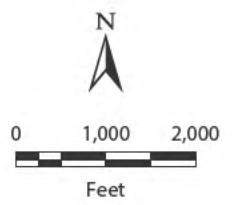
Legend

- Blue line: Double Bore Tunnel
- Red line: Single Bore Tunnel
- Black line: Tunnel Overlap
- Green line: Above-ground Alignment
- Grey line: Berryessa Extension (under construction)
- Dashed orange line: Newhall Maintenance Facility

- Blue circle: Berryessa Station (under construction)
- Dark blue circle: Alum Rock/28th Street Station
- Pink circle: Downtown San Jose Station - East Option
- Green circle: Downtown San Jose Station - West Option
- Red circle: Diridon Station - North Option
- Light blue circle: Diridon Station - South Option
- Purple circle: Santa Clara Station
- Purple circle: Joint Development Area

- Blue box: SCCSO SCCSO Headquarters
- Blue box: SJPS SJPD Headquarters
- Blue box: SCPS SCPD Building
- Orange box: FS1 SJFD Fire Station 1
- Orange box: FS2 SJFD Fire Station 2

- Orange box: FS7 SJFD Fire Station 7
- Orange box: FS8 SJFD Fire Station 8
- Orange box: FS30 SJFD Fire Station 30
- Orange box: FS34 SJFD Fire Station 34
- Orange box: SCFS1 SCFD Fire Station 1



Source: Station and Track, VTA 2015; Basemap, ESRI 2015

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Figure 4.4-1
Police and Fire Services
 VTA's BART Silicon Valley-Phase II Extension Project

Santa Clara County Sherriff's Office

The Santa Clara County Sheriff's Office (SCCSO) provides law enforcement for Cupertino, Los Altos Hills, Saratoga, and unincorporated Santa Clara County, and maintains contracts with VTA and Santa Clara County Parks Department for police services. SCCSO currently employs 1,299 sworn officers and 426 civilian staff members, operating from a headquarters in San Jose and multiple substations across Santa Clara County.

Currently, under the direction of VTA's Director of System Safety and Security, VTA's law enforcement and investigative services are provided under contract with the SCCSO Transit Patrol Division. Transit Patrol deputies are on duty 24 hours per day and respond to calls for service through VTA's Operations Control Center and passengers using the 9-1-1 system. In addition, three special enforcement units are employed to ensure a safe environment for VTA operators and passengers (California Public Utilities Commission 2014).

San Mateo County Sherriff's Office

The San Mateo County Sheriff's Office (SMCSO) Transit Police Bureau provides law enforcement and investigative services to the municipal bus system in San Mateo County and the entire Caltrain commuter railroad line operating from San Francisco to Gilroy. The Transit Police Bureau currently employs 15 officers responsible for patrolling transit stations, railroad rights-of-way, district parking lots, and related properties throughout San Francisco, San Mateo, and Santa Clara counties; as well as the investigation of crimes, collisions, accidents, and deaths involving Caltrain passenger trains. The Transit Police operate from a headquarters in San Carlos, but maintain substations at the 4th and King Caltrain Station in San Francisco and the Diridon Caltrain Station in San Jose. SMCSO provides primary enforcement for the parking areas related to the Diridon Caltrain Station.

Fire Protection and Emergency Services

Fire protection services and emergency medical rescue in the study area are provided by the Cities of San Jose and Santa Clara. These cities maintain mutual-aid agreements with the municipal and county fire departments through the Santa Clara County Local Mutual Aid Plan, as well as with the California Department of Forestry and Fire Protection.

Fire protection services for San Jose and Santa Clara are discussed below. Fire facilities servicing the BART Extension Alternative are mapped in Figure 4.4-1.

City of San Jose

The San Jose Fire Department (SJFD) provides fire protection and emergency services throughout San Jose. As of October 2015, SJFD had 660 sworn personnel and 33 active fire stations (Pereira pers. comm.). Each station is capable of providing fire protection, fire rescue, and emergency medical services.

Six SJFD stations serve the study area:

- Fire Station 1, located at 225 North Market Street, is staffed 24 hours a day. This station has a four-person fire engine, a four-person fire truck, and a battalion chief.
- Fire Station 2, located at 2949 Alum Rock Avenue, is staffed 24 hours a day. This station has a four-person fire engine, a four-person fire truck, and a battalion chief.
- Fire Station 7, located at 800 Emory Street, is staffed 24 hours a day. This station has a four-person fire engine.
- Fire Station 8, located at 802 Santa Clara Street, is staffed 24 hours a day. This station has a four-person fire engine.
- Fire Station 30, located at 454 Auzerais Avenue, is staffed 24 hours a day. This station has a four-person fire truck, a two-person squad, and a paramedic supervisor.
- Fire Station 34, located at 1634 Las Plumas Avenue, is staffed 24 hours a day. This station has a four-person engine and a four-person urban search and rescue team.

SJFD's current performance goal is to arrive within 8 minutes for 80 percent of 9-1-1 calls for serious (Priority 1) incidents. For medical emergencies and emerging fires, national best practices recommend that the first fire unit arrive within 7 minutes of a 9-1-1 call 90 percent of the time. Neither of these standards are met department-wide, though five individual station areas meet the 8-minute goal (Citygate 2016).

In addition, the *Envision San Jose 2040 General Plan* identifies a 4-minute response time for first engine response, and 6 minutes for the second engine and first truck/urban search and rescue responses. No SJFD station meets this response time goal (Citygate 2016). The SJFD's primary obstacles to meeting response goals include too few stations, traffic congestion, high workload rates, and movements of station companies for mandatory multi-unit training.

City of Santa Clara

The Santa Clara Fire Department (SCFD) provides fire protection and emergency services to Santa Clara. SCFD currently employs 134 full-time personnel and 44 volunteer reserve staff members. SCFD aims for a city-wide response time of less than 5:30 minutes for 90 percent of all high-level emergency calls. In 2014, SCFD achieved this response standard 85 percent of the time (Madden pers. comm.).

Fire Station 1, located at 777 Benton Street, would service the Santa Clara Station with supplemental assistance from Fire Station 4, located at 2323 Pruneridge Avenue, and Fire Station 2, located at 1900 Walsh Avenue, depending on the nature of the emergency. Fire Station 1 is staffed 24 hours a day and provides fire protection, advanced life support, fire and life safety inspection, and emergency medical services to District 1, which ranges from Newhall Street to the south, Los Padres Boulevard to the west, De La Cruz Avenue to the east, and Reed Street to the north. Fire Station 1 is equipped with a three-person advanced

life support fire engine company, a two-person fire department ambulance, and a battalion chief.

SCFD is currently conducting a staffing analysis and comprehensive standards of cover report.

Community Facilities

Community facilities are defined as schools, parks, libraries, civic and cultural centers, religious institutions, entertainment hubs, and museums. For the purposes of this analysis, facilities within approximately 0.25 mile (walking distance) of a BART station are evaluated, because community facilities within this proximity are most likely to be affected by the BART Extension Alternative. There are no hospitals within this study area.

Schools

San Jose

San Jose has 22 public school districts that operate 222 public schools serving the city. The San Jose Unified School District (SJUSD) operates schools that serve the San Jose portions of the BART Extension Alternative. Many private and charter schools also operate within the city.

Empire Gardens Elementary School, Burnett Middle School, and San Jose High School would be the designated schools for students generated by the BART Extension Alternative within San Jose. According to SJUSD, Empire Gardens Elementary School is at 74 percent capacity with 399 students, Burnett Middle School is at 87 percent capacity with 813 students, and San Jose High School is at 76 percent capacity with 1,065 students (Case pers. comm.). SJUSD is currently considering an expansion of the Burnett Middle School campus to accommodate an Alternative Cooperative Education Charter School. Based on a recent demographic study, SJUSD is experiencing an enrollment decline in the study area over the next 5 years (Case pers. comm.). According to the *Envision San Jose 2040 General Plan EIR*, San Jose is expecting an additional 11,079 students by 2040.

Two high schools, three elementary schools, and one community middle/high school are within 0.25 mile of the BART station locations in San Jose. These institutions are listed in Table 4.4-1 and shown on Figure 4.4-2. Anne Darling Elementary School, San Jose Community Middle and High Schools, and San Jose High School (all operated by SJUSD) would be within walking distance of the Alum Rock/28th Street Station. Cristo Rey San Jose Jesuit High School is a private high school within walking distance of this station.

Table 4.4-1. Schools within the Study Area

Schools	Location	Nearby Station (within 0.25 mile)	Figure 4.4-2 Map Icon
Anne Darling Elementary School	333 North 33 rd Street, San Jose	Alum Rock/28 th Street	S1
San Jose Community Middle and High Schools	1155 E. Julian, San Jose	Alum Rock/28 th Street	S2
San Jose High School	275 North 24 th Street, San Jose	Alum Rock/28 th Street	S3
Cristo Rey San Jose Jesuit High School	1390 Five Wounds Lane, San Jose	Alum Rock/28 th Street	S4
Saint Patrick Elementary School	51 North 9 th Street, San Jose	Downtown San Jose (East Option)	S5
San Jose State University	One Washington Square, San Jose	Downtown San Jose (East Option)	S6
Horace Mann Elementary School	55 North 7 th Street, San Jose	Downtown San Jose (East Option)	S7
Bellarmino College Preparatory	850 Elm Street, San Jose	N/A	S8
Santa Clara University	500 El Camino Real, Santa Clara	Santa Clara	S9

Source: Google Maps 2015; San Jose State University 2014; Santa Clara University 2016; Case pers. comm.

Horace Mann Elementary School, operated by SJUSD, would be within walking distance of the San Jose Downtown Station East Option. In addition, Saint Patrick Elementary School, a private elementary school, and San Jose State University, a public university with almost 32,000 students, also would be within 0.25 mile of this station (San Jose State University 2014).

Bellarmino College Preparatory is not within 0.25 mile of a BART station, but a corner of the Bellarmino College Preparatory school grounds is directly above the tunnel alignment for both the Twin-Bore and Single-Bore Options.

Santa Clara

The Santa Clara Unified School District (SCUSD) provides public education services to students in Santa Clara, Sunnyvale, and San Jose, and is responsible for 16 elementary schools, three middle schools, two high schools, one kindergarten through 8th grade (K–8), two continuation high schools, and one adult education school.

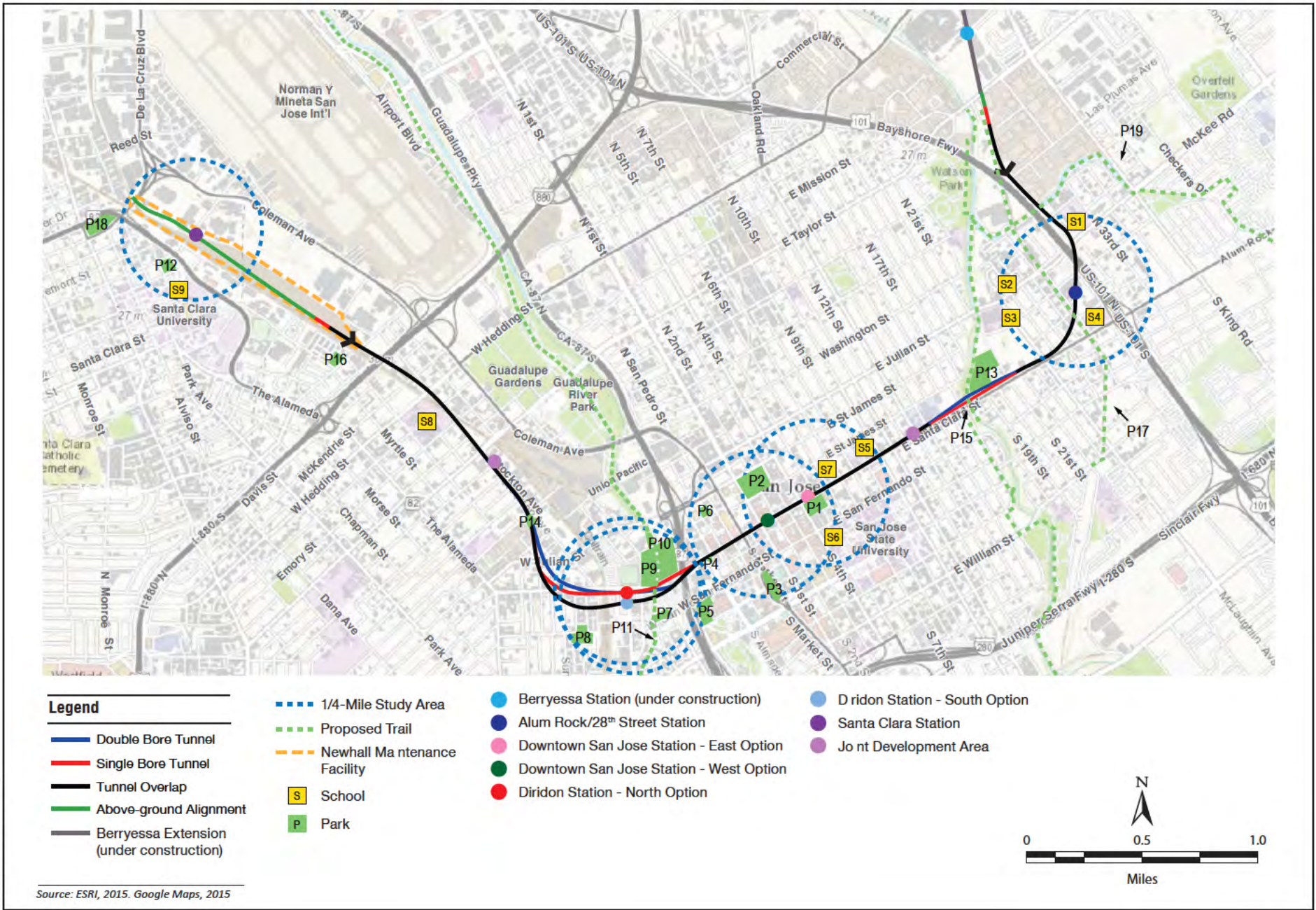


Figure 4.4-2
Schools and Park Facilities
 VTA's BART Silicon Valley-Phase II Extension Project

Scott Lane Elementary School, Buscher Middle School, and Santa Clara High School would be the designated schools for students generated by the BART Extension Alternative within Santa Clara. Scott Lane Elementary is at 104 percent capacity with 466 students, Buscher Middle School is at 103 percent capacity with 1,047 students, and Santa Clara High School is at 124 percent capacity with 2,017 students (Healy pers. comm.).

Approximately 2,000 additional students will need to be accommodated by SCUSD by 2035 (City of Santa Clara 2010). SCUSD currently has four closed school sites in Santa Clara that could be used by students generated by new development. New school facilities are also anticipated in north San Jose that would add more capacity, and Campbell school districts could accommodate a relatively modest gain in students from Santa Clara. Alternatively, school catchment areas¹ could be modified or modular classrooms could be used to accommodate new students.

The only school within walking distance of the BART Station in Santa Clara is Santa Clara University, a private university with over 9,000 students (Santa Clara University 2016). A number of Santa Clara University academic buildings, recreational facilities, and student housing would also be within 0.25 mile of the Newhall Maintenance Facility.

Parks and Recreational Facilities

There are a variety of existing and proposed parks and recreational facilities within the vicinity of the BART Extension Alternative. As noted in Table 4.4-2 and shown on Figure 4.4-2, 19 parks, trails, and proposed trails are within 0.25 mile of the San Jose and Santa Clara BART stations. Table 4.4-2 and Figure 4.4-2 also identify recreational facilities located directly over the proposed alignment or within 0.25 mile of the Newhall Maintenance Facility.

City of Jose

The City of San Jose Department of Parks, Recreation and Neighborhood Services (SJPRNS) operates 3,484 acres of regional and neighborhood/community serving parkland in San Jose (LéVeque pers. comm.). SJPRNS manages 197 neighborhood services parks, 9 regional parks, and 57 miles of trails. As stated in the *Envision San Jose 2040 General Plan*, San Jose has a neighborhood parkland level of service (LOS) goal of 3.5 acres per 1,000 residents. Citywide, the LOS is estimated at 1.68 acres per 1,000 residents, less than half of the LOS goal.

¹ School catchment areas are the predefined geographic zones associated with a school. Students living within a catchment area are eligible to attend the corresponding school.

Table 4.4-2. Parks and Recreational Facilities within the Study Area

Parks and Recreational Facility	Location	Nearby Station (within 0.25 mile)^a	Figure 4.4-2 Map Icon
City Hall Plaza	San Jose	Downtown San Jose	P1
St. James Park	San Jose	Downtown San Jose	P2
Plaza de Cesar Chavez	San Jose	Downtown San Jose (West Option)	P3
Almaden Entrance Triangle Park	San Jose	Downtown San Jose (West Option)	P4
McEnery Park	San Jose	Diridon (South and North Options)	P5
Peralta Adobe – Fallon House Historic Site	San Jose	Downtown San Jose (West Option)	P6
San Fernando Station Plaza	San Jose	Diridon (South and North Options)	P7
Cahill Park	San Jose	Diridon (South and North Options)	P8
Arena Green	San Jose	Diridon (South and North Options)	P9
Guadalupe River Park & Trail	San Jose	Diridon (South and North Options)	P10
Los Gatos Creek Trail (Proposed) ^b	San Jose	Diridon (South and North Options)	P11
The Forge Garden	Santa Clara	Santa Clara	P12
Roosevelt Park ^c	San Jose	N/A	P13
Theodore Lenzen Park ^c	San Jose	N/A	P14
Coyote Creek Trail (Proposed) ^d	San Jose	N/A	P15
Newhall Park	San Jose	N/A	P16
Five Wounds Trail (Proposed) ^e	San Jose	Alum Rock/28 th Street	P17
Larry J. Marsalli Park	Santa Clara	N/A	P18
Lower Silver Creek Trail	San Jose	N/A	P19

Sources: City of San Jose 2015; Google Maps 2015.

^a Unless specifically mentioned, parks and recreational facilities within 0.25 mile of the Downtown San Jose Station are within 0.25 mile of both the Downtown San Jose Station East Option and the Downtown San Jose Station West Option locations.

^b The proposed Reach 5 of the Los Gatos Creek Trail would extend north from the existing Los Gatos Creek Trail to intersect with the Guadalupe Creek Trail at Santa Clara Street. A planning document for this segment – *Los Gatos Creek Trail Reach 5 Master Plan* – was released in 2008. Final design of this segment is currently ongoing, and no construction commencement date has been identified.

^c Roosevelt Park and Theodore Lenzen Park are not within 0.25 mile of a BART Station. However, both parks are directly above the tunnel alignment.

^d Coyote Creek Trail (Proposed) would extend north and south along Coyote Creek through the City of San Jose. Only a segment of this proposed trail is depicted in Figure 4.4-2. A planning document for this segment – *Coyote Creek Trail, Story Road to Lower Silver Creek Master Plan* – was released in 2008. Final design of this segment is currently ongoing, and no construction commencement date has been identified.

^e Five Wounds Trail (Proposed) would follow a former railway alignment through eastern downtown San Jose. In 2010, the community developed a conceptual plan for this trail. No further studies have been completed.

City of Santa Clara

The City of Santa Clara owns and maintains 38 parks, playgrounds, and open space areas, for a total of approximately 299 acres. This acreage includes parks that primarily serve Santa Clara residents and businesses, but excludes regional service facilities such as the Municipal Santa Clara Golf & Tennis Club and the Pruneridge Golf Course. All of these facilities are managed by the City of Santa Clara Department of Parks and Recreation. Santa Clara currently has 2.53 acres of local-serving parkland per 1,000 multi-family apartment residents, and 3 acres of parkland per 1,000 single-family subdivision residents (Teixeira pers. comm.). Opportunities for additional open space within Santa Clara are limited by existing urban development (City of Santa Clara 2010a).

There are no Santa Clara-owned parks or recreational facilities in the vicinity of the BART Extension Alternative. Forge Garden is a Santa Clara University facility located within 0.25 mile of the Santa Clara Station. This garden is used for academic courses and is open during weekdays for public engagement. Santa Clara University also operates a number of sports complexes within 0.25 mile of the Newhall Maintenance Facility.

Civic, Religious, Entertainment, and Cultural Facilities

As shown in Table 4.4-3 and on Figure 4.4-3, there are 30 civic, cultural, and religious facilities within 0.25 mile of the BART station locations. Of these, 25 facilities are in San Jose and 5 are in Santa Clara.

Table 4.4-3. Civic, Cultural, and Religious Facilities within the Study Area

Facility	Location	Nearby Station (within 0.25 mile)^a	Figure 4.4-3 Map Icon
Civic Facilities			
San Jose City Hall	200 Santa Clara Street, San Jose	Downtown San Jose	C3
Dr. Martin Luther King Jr. Library	150 East San Fernando Street, San Jose	Downtown San Jose	C4
United States Post Office	105 North 1 st Street, San Jose	Downtown San Jose	C5
Notre Dame Courthouse	99 Notre Dame Avenue, San Jose	Downtown San Jose (East Option)	C9
6 th District Court of Appeal	333 Santa Clara Street #1060, San Jose	Downtown San Jose (East Option)	C10
Santa Clara University Library	500 El Camino Real, Santa Clara	Santa Clara	C16
Cultural Facilities			
Sociedade Filarmonica Uniao	1220 Santa Clara Street, San Jose	Alum Rock/28 th St	C1
Portuguese Band of San Jose	100 North 27 th Street, San Jose	Alum Rock/28 th St	C2
Hammer Theater	101 Paseo De San Antonio Walk, San Jose	Downtown San Jose	C6
San Jose Museum of Art	110 South Market Street, San Jose	Downtown San Jose (West Option)	C7
Tech Museum of Innovation	201 South Market Street, San Jose	Downtown San Jose (West Option)	C8
SAP Center at San Jose	525 Santa Clara Street, San Jose	Diridon (South and North Options)	C11
Santa Clara Women's Club Adobe	3260 The Alameda, Santa Clara	Santa Clara	C12
de Saisset Museum	500 El Camino Real, Santa Clara	Santa Clara	C13
Lois B. Mayer Theater	500 El Camino Real, Santa Clara	Santa Clara	C14
Mission Santa Clara de Asis	500 El Camino Real, Santa Clara	Santa Clara	C15
Religious Facilities			
Pilgrim Church of the Living God	1452 Whitton Ave, San Jose	Alum Rock/28 th Street	R1
Seventh-Day Adventist Church	281 North 33 rd Street, San Jose	Alum Rock/28 th Street	R2
Five Wounds National Portuguese Church	1375 Santa Clara Street, San Jose	Alum Rock/28 th Street	R3
Church of Jesus Christ	66 South 7 th Street, San Jose	Downtown San Jose (East Option)	R4
First Christian Church	80 South 5 th Street, San Jose	Downtown San Jose	R5
Apostolic Assembly of Faith	77 North 5 th Street, San Jose	Downtown San Jose	R6
First United Methodist Church	24 North 5 th Street, San Jose	Downtown San Jose	R7
Central Apostolic Church of San Jose	77 North 5 th Street, San Jose	Downtown San Jose	R8
First Presbyterian Church	49 North 4 th Street, San Jose	Downtown San Jose	R9
First Unitarian Church	160 North 3 rd Street, San Jose	Downtown San Jose	R10
Nuestra Senora De Guadalupe	81 North 2 nd Street, San Jose	Downtown San Jose	R11
Trinity Episcopal Cathedral	81 North 2 nd Street, San Jose	Downtown San Jose	R12
St. Josephs Cathedral Basilica	80 South Market Street, San Jose	Downtown San Jose	R13
Templo la Hermosa - Assemblies of God	56 South Montgomery Street, San Jose	Diridon (South and North Options)	R14

Source: Google Maps 2015

^a Unless specifically mentioned, civic, cultural, and religious facilities with 0.25 mile of the Downtown San Jose Station are within 0.25 mile of both the Downtown San Jose Station East Option and the Downtown San Jose Station West Option locations.

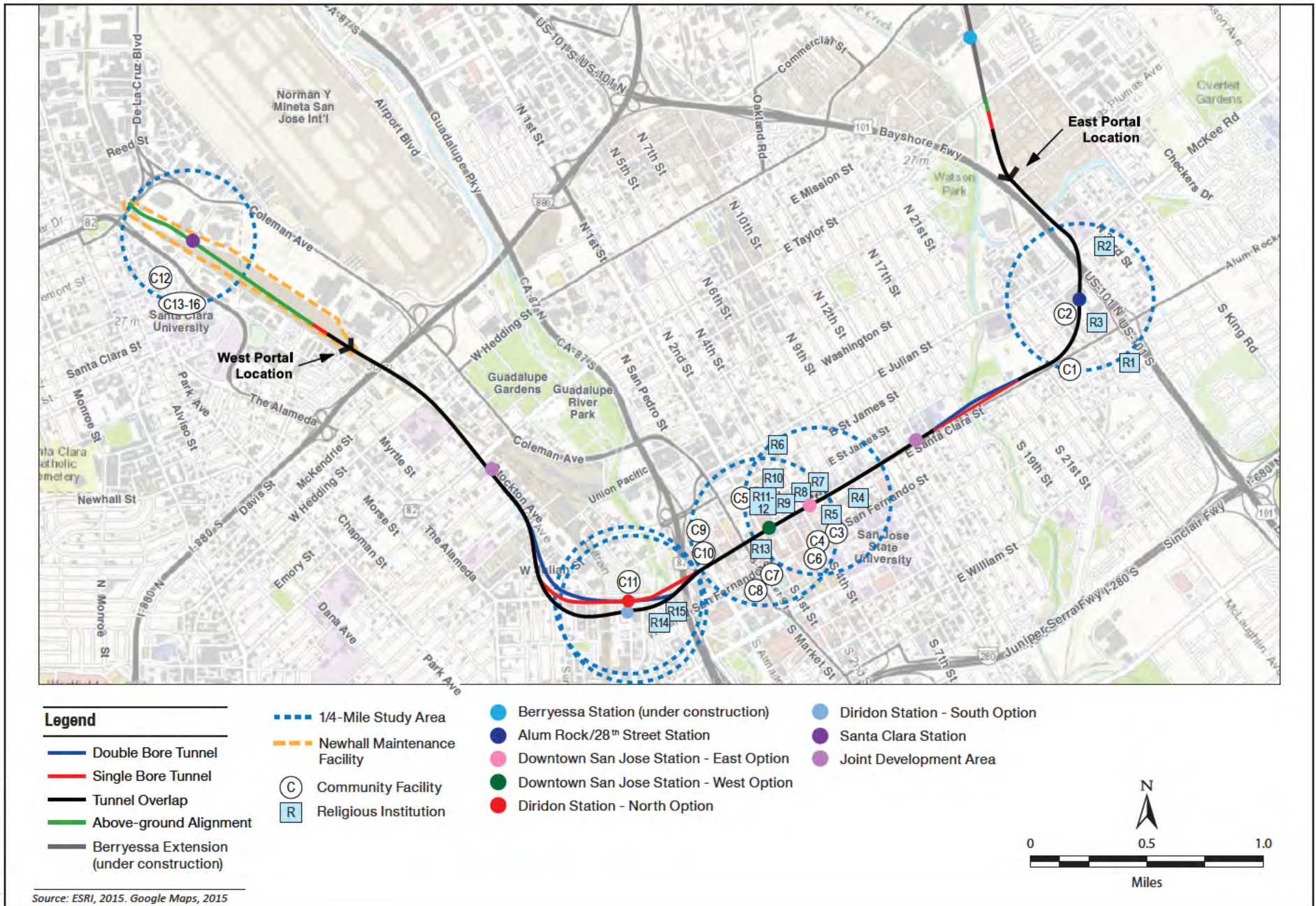


Figure 4.4-3
Civic, Religious, Entertainment, and Cultural Facilities
 VTA's BART Silicon Valley-Phase II Extension Project

4.4.2.2 Regulatory Setting

There are no federal regulations that specifically pertain to public services and community facilities. Design guidelines and mutual-aid agreements with the cities of San Jose and Santa Clara provide guidance for the alternatives and for addressing potential adverse effects on public services and community facilities. There are several state and local land use regulations applicable to public services and community facilities, which are summarized in Chapter 6, Section 6.5, *Public Services and Recreation*.

4.4.3 Methodology

An *adverse effect* on public services and community facilities would occur if the BART Extension that would contribute to a violation of regulatory standards or exceed the capacity of existing facilities.

4.4.4 Environmental Consequences and Mitigation Measures

This section identifies impacts and evaluates whether they would be adverse according to NEPA using the criteria (i.e., context and intensity) identified in Section 4.1, *Introduction*.

As noted in Section 4.4.2.1, *Environmental Setting*, several public services serve the BART Extension Alternative, and many community facilities are within walking distance (0.25 mile) of a BART station location. These services and facilities can expect to see increased pedestrian traffic and activity as a result of improved transit access.

Changes in existing service ratios for public services are analyzed in this section for each alternative, along with a discussion of the potential need for new public service facilities. Affects from changes in access, changes in use, and alteration to community facilities are also evaluated in this section. Displacement of community facilities is discussed in Section 4.14, *Socioeconomics*.

4.4.4.1 No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements (see Chapter 2, Section 2.2.1, *NEPA No Build Alternative*, for a list of these projects).

The No Build Alternative projects would likely result in changes to community facility access typically associated with transit, highway, bicycle, and pedestrian facilities, and roadway projects. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would result in effects on access to community facilities. When necessary, mitigation for adverse effects could include measures to ensure continued access to these facilities.

The No Build Alternative projects would likely result in effects on community facilities and police and fire service ratios. 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 and changes in police and fire service ratios.

Environmental review would include an analysis of mitigation measures to mitigate potential impacts.

4.4.4.2 BART Extension Alternative

Police Service

As discussed in Section 4.13, *Security and System Safety*, BART police facilities would be expanded to provide police services at the proposed BART stations and along the corridor. A new BART police station at the Berryessa Station is under construction as part of the Phase I Project. BART police would operate from this station to provide security enforcement for both the Phase I and Phase II segments. VTA anticipates that the BART Police Department would have primary responsibility within the Operating Corridor, which consists of onboard trains, tunnels, and rights-of-way, and areas within the station platforms. The exact boundaries of this Operating Corridor are subject to final agreement between BART and VTA.

VTA would expand its current agreement with SCCSO to provide law enforcement for the BART Extension Alternative facilities not patrolled by the BART Police Department. This includes aboveground facilities outside of the Operating Corridor such as the bus transit centers, kiss-and-ride facilities, parking lots, and pedestrian areas. SCCSO currently provides law enforcement services to VTA stations, including the bus stops at Diridon Transit Station and Santa Clara Caltrain Station. SCCSO would need to increase staffing to provide adequate enforcement to the BART Extension Alternative. Additional facilities could be provided through reconfiguring one of VTA's existing facilities.

VTA and BART would expand existing mutual-aid agreements with the SMCSO and local police service providers in the cities of San Jose and Santa Clara and ensure appropriate coordination. SJPD and SCPD would provide supporting police enforcement to the BART Extension Alternative through these expanded mutual-aid agreements. SMCSO would also provide supporting police enforcement where the BART Extension Alternative Operating Corridor is within the Caltrain right-of-way. Though SMCSO, SJPD, and SCPD may receive service calls related to the BART Extension Alternative, this increased call volume would not degrade the existing level of police services.

The BART Extension Alternative constitutes a transportation project that would not directly introduce new population or lower the current ratio of officers to residents in the area. In addition, the BART Extension Alternative does not propose new at-grade crossings, and would not interfere with emergency responders traveling along existing roadways. Given the above, operation of the BART Extension Alternative would have *no adverse effect* on police services, and no mitigation would be required.

Fire Service

VTA and BART would expand existing mutual-aid agreements with SJFD and SCFD to provide fire and emergency services to the BART Extension Alternative. In the event of a large incident, additional aid could come from Mountain View Fire Department, Sunnyvale Public Safety, Santa Clara County Fire Department, Rural Metro Ambulance Services, Santa Clara County Emergency Medical Services, or other jurisdictions in Santa Clara County.

SJFD and SCFD would be the primary responders to incidents within the BART system. However, as discussed in Section 4.13, *Security and System Safety*, BART's System Safety Department is responsible for monitoring and implementing operational safety procedures throughout the BART system. The System Safety Department also implements BART's Emergency Plan, which establishes public safety mobilization procedures. Furthermore, the BART Extension Alternative would be designed to comply with pertinent BART Facilities Standards Design Criteria, which ensure that new BART projects provide a high level of security and safety. These management practices and design criteria would significantly reduce the need for emergency services along the BART Extension Alternative.

Although the BART Extension Alternative would incrementally increase demand on SJFD and SCFD, it would not substantially degrade the level of service provided by SJFD and SCFD. In addition, the BART Extension Alternative does not propose new at-grade crossings, and would not interfere with emergency responders traveling along existing roadways. Operation of the BART Extension Alternative would have *no adverse effect* on fire services, and no mitigation would be required.

School Facilities

School demand is based on population factors. The BART Extension Alternative constitutes a transportation project that would not directly introduce new population to the area. As a result, implementation of the BART Extension Alternative would not increase the demand for schools beyond what is currently provided in the study area.

The Downtown San Jose and Santa Clara BART Stations would improve regional access to San Jose State University and Santa Clara University, which may lead to increased demand of these educational institutions. However, capacity at these universities is dictated by the admissions process, and increased accessibility does not correlate to higher acceptance rates or a larger body of matriculated students. Operation of the BART Extension is unlikely to directly require new or expanded university facilities.

Both Anne Darling Elementary and Bellarmine High Schools are adjacent to the tunnel alignment. Because the tunnel would be at least 35 feet below the surface and not directly beneath school facilities, BART extension operations would not cause disruption to school activities. Therefore, the BART Extension Alternative would have *no adverse effect* on school facilities, and no mitigation would be required.

Park Facilities

Park demand is based on population factors. The BART Extension Alternative constitutes a transportation project that would not directly introduce new population to the area. As a result, implementation of the BART Extension Alternative would not increase the demand for parks beyond what is currently provided in the area.

Several park facilities would be located above the tunnel alignment, including Roosevelt Park, Theodore Lenzen Park, Guadalupe River Park & Trail, Los Gatos Creek Trail (Proposed), Five Wounds Trail (Proposed) and Coyote Creek Trail (Proposed). The BART Extension Alternative would not entail surface improvements that would interfere with these park facilities. Passing trains would not adversely affect park facilities above the alignment.

Operation of the BART Extension Alternative may lead to increased usage of the Guadalupe River Trail near the Diridon Station South and North Options. This trail network may be used by BART riders to access employers, homes, and other regional destinations. However, the BART Extension Alternative is considered in VTA's *Valley Transportation Plan 2030* and San Jose's *Diridon Station Area Plan Environmental Impact Report*. Together, these planning documents propose multimodal circulation improvements to accommodate transit users near the Diridon Station South and North Options.

Given the above, operation of the BART Extension Alternative would have *no adverse effect* on park and trail facilities, and no mitigation would be required.

Civic, Cultural, and Religious Facilities

As listed in Table 4.4-3, there are 33 civic, cultural, and religious facilities within 0.25 mile of a BART station. Many of these facilities, such as religious and civic institutions, serve local residents. Because the BART Extension Alternative would not directly increase population in the area, these facilities are not expected to experience increased usage. Other facilities, such as museums and theaters, can be expected to draw larger audiences as a result of improved accessibility and transit connectivity.

Civic, cultural, and religious facilities would experience improved access as a result of the BART Extension Alternative. Alteration to civic, cultural, and religious facilities resulting from displacement and relocation is discussed in Section 4.14, *Socioeconomics*. Operation of the BART Extension Alternative would have *no adverse effect* on civic, cultural, and religious facilities, and no mitigation would be required.

4.4.5 NEPA Conclusion

BART Police would provide primary law enforcement within the BART Extension Alternative Operating Corridor, including onboard trains, tunnels and right-of-ways, and within the station platform areas. Police protection for BART facilities outside of the Operating Corridor would be coordinated by VTA and the SCCSO. VTA would also expand existing mutual aid agreements with regional police providers, including SJPD, SCPD, and

SMCSO. These agencies would provide supplemental law enforcement along the BART Extension Alternative; however, the BART Extension would not significantly degrade their existing level of service. The BART Extension Alternative would have *no adverse effect* on police services under NEPA, and no mitigation would be required.

SJFD and SCFD would be the primary responders to incidents along the BART Extension Alternative. However, operational safety procedures implemented by BART's System Safety Department would significantly reduce the need for emergency services within the BART system. Though SJFD and SCFD would respond to incidents along the BART Extension Alternative, the BART Extension Alternative would not significantly degrade their existing level of service. The BART Extension Alternative would have *no adverse effect* on fire services under NEPA, and no mitigation would be required.

The BART Extension Alternative would not directly increase population in the study area. Therefore, there would be no direct demand for school or park facilities. Existing trails near the proposed Diridon Station South and North Options may experience increased usage as a result of the BART Extension Alternative; however, planned transportation improvements would reduce the potential for degradation of trail facilities. Operation of the BART Extension Alternative would have *no adverse effect* on parks and *no effect* on schools under NEPA, and no mitigation would be required.

Civic, cultural, and religious facilities that serve local residents would not see a direct increase in demand as a result of the BART Extension Alternative, although facilities that serve regional audiences would benefit from increased transit connectivity. There would be *no adverse effect* on civic, cultural, or religious facilities with the BART Extension Alternative, and no mitigation would be required. There would be *no adverse effect* on schools and park and recreational facilities under NEPA, and no mitigation would be required.