

O. COMMUNITY SERVICES

1. Introduction

This section describes the community services setting and existing conditions as they relate to the BART to Livermore Extension Project, discusses applicable regulations, and assesses the potential impacts to community services from construction and operation of the Proposed Project and Alternatives. Community services addressed in this section are: police, fire, emergency medical services, parks, and recreational facilities.

The study area for police, fire, and emergency medical services includes the service area of the respective service providers in the project corridor. The service boundaries of the various service providers generally conform to the city boundaries, and therefore, the study area is generally the cities of Dublin, Pleasanton, and Livermore, as well as a portion of unincorporated Alameda County. The study area for parks and recreational facilities includes the collective footprint—the combined footprints of the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative. In addition, the bus routes and bus infrastructure improvements for the Enhanced Bus Alternative, as well as for the feeder buses for the Proposed Project and other Build Alternatives, which are anticipated to extend along existing streets and within the street right-of-ways (ROW), are addressed programmatically in this analysis, as described in Chapter 2, Project Description.

The police, fire, and emergency medical services analysis is based on published information from the respective service providers, the BART Facilities Standards, and local general plans.¹ In addition, police and fire service providers from each applicable agency were contacted for information on existing service levels and to ascertain the possible effects of the Proposed Project and Build Alternatives on the delivery of services within the study area.

Due to the nature of the Proposed Project and Build Alternatives, this analysis considers service ratios/times and performance standards for police protection, fire, and medical emergency services. This analysis does not consider performance standards for parks, schools, or other public services, or degradation of parks or recreational facilities due to their substantial use or demand for the facilities. Transportation projects, such as the Proposed Project and Build Alternatives, do not result in direct population, housing, or employment increases, and as such would not lead to increased demand for schools,

¹ San Francisco Bay Area Rapid Transit District (BART), 2016a. BART Facilities Standards. Available at: https://webapps.bart.gov/BFS/BFS_3_0_3_Spec/BFS_3_0_3_index.html, accessed September 29, 2016.

parks, or other public facilities. However, this analysis does consider potential impacts to parks and recreational facilities that are within the collective footprint and could be directly affected by construction of the Proposed Project and Build Alternatives.

Comments pertaining to community services were received in response to the Notice of Preparation for this EIR or during the public scoping meeting held for this EIR. These comments focused on the following issues: concerns regarding increased demands on police, fire, and medical services as a result of the Proposed Project and Build Alternatives (including concerns related to traffic and security); whether or not there would be increased demand for schools and parks; and potential impacts to the Shadow Cliffs to Morgan Territory Regional Trail and Brushy Peak Regional Preserve. See Section 3.B, Transportation, for further discussion of impacts related to traffic and access related to emergency vehicle, automobile, bicycle, and pedestrian access and see Section 3.E, Visual Quality, for impacts related to aesthetics at parks.

2. Existing Conditions

This subsection describes the existing conditions for community services, including police services, fire protection and emergency medical services, and parks and recreational facilities.

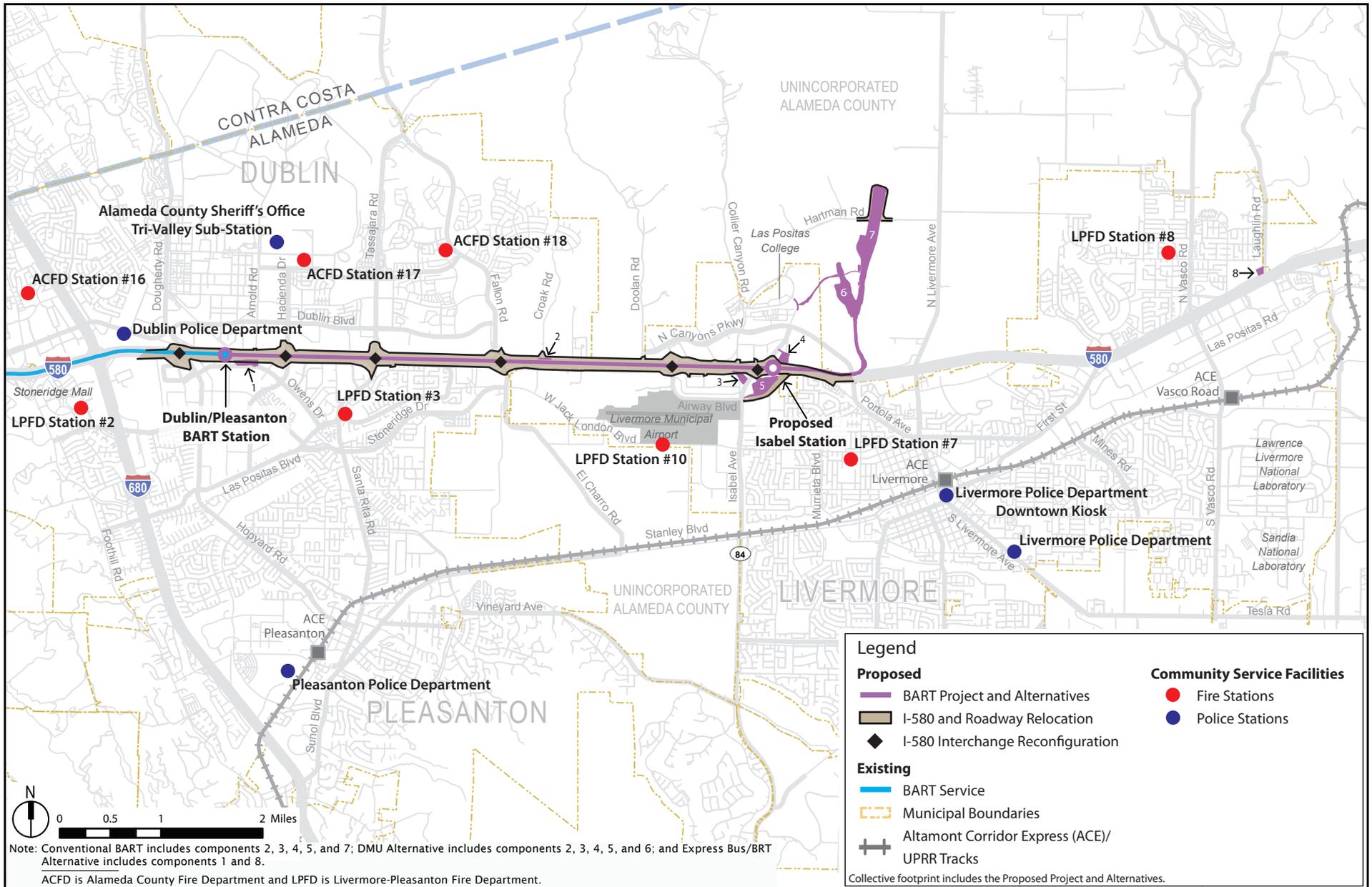
a. Police Services

Within the study area, police services are provided by the Alameda County Sheriff's Office, Dublin Police Department, Pleasanton Police Department, and Livermore Police Department. In addition, BART provides its own police services for its facilities. Police services for each agency are described below and police stations located within the study area are shown in Figure 3.O-1.

(1) Alameda County Sheriff's Office

Alameda County Sheriff's Office provides a wide range of services, including providing patrol and investigative services to the unincorporated areas of the county. Alameda County Sheriff's Office has over 1,500 authorized personnel, including more than 1,000 sworn officers.² Alameda County Sheriff's Office also operates emergency medical services, the Santa Rita Jail, and a regional training center in Dublin.

² Alameda County Sheriff's Office, 2016a. About Alameda County Sheriff's Office. Available at: <https://www.alamedacountysheriff.org/about.php>, accessed August 19, 2016.



Source: Arup, 2017.

Figure 3.O-1
Community Services
Police and Fire Stations

At any given time, four Alameda County Sheriff's Office officers are assigned to the area between Sunol and the eastern boundary of Alameda County that spans nearly 300 square miles. The city of Livermore and surrounding rural areas represent the core of this patrol area. Officers assigned to the Livermore area are based out of the Tri-Valley Substation at 5352 Broder Boulevard in Dublin, but spend most of their time in the field, primarily patrolling and responding to incidents in unincorporated portions of the county. Alameda County Sheriff's Office does not have a response time standard because its patrol officers do not respond from a specific office.³

(2) Dublin Police Department

The Dublin Police Department, located at 100 Civic Plaza is responsible for law enforcement in the city of Dublin. The city of Dublin contracts with Alameda County Sheriff's Office to staff the police department. There are 53 sworn officers and eight non-sworn employees, providing a ratio of approximately 1.2 sworn officers per 1,000 residents.⁴ The Dublin Police Department strives to respond to calls as expeditiously as possible, but does not have a specific standard for response times. In 2015, the average response times for emergency calls were as follows: 5 minutes for priority one calls involving emergencies and incidents where someone is in harm's way or currently being harmed, or other urgent emergencies such as fire; 5.8 minutes for priority two calls which usually consists of emergencies such as in-progress theft; and 8 minutes for priority three calls which involve non-emergency situations.^{5,6} While BART Police Department (BART Police) has primary jurisdiction over BART facilities, a portion of the existing Dublin/Pleasanton BART Station (Dublin/Pleasanton Station)—including train tracks and parking facilities—is located within the city of Dublin. For the 2015 calendar year, Dublin Police Department received four calls for service at the Dublin/Pleasanton Station at 5801 Owens Drive and some additional calls to the station that were not associated with a specific address.⁷

The Dublin Police Department reports that typical service calls related to BART are to cover or assist BART Police officers or to respond to suspicious persons or audible car alarms in the parking lot.⁸

³ Kelly, 2017. Phone interview with Ray Kelly, Public Information Officer, Alameda County Sheriff's Office, with Urban Planning Partners, Inc., January 18.

⁴ Alameda County Sheriff's Office, 2016b. Alameda County Sheriff's Office Organizational Chart. Available at: <https://www.alamedacountysheriff.org/orgchart.php>, accessed April 25, 2016.

⁵ Holmes, 2016. Email communication from Garrett Holmes, Captain, Dublin Police Department, with Urban Planning Partners, Inc., September 20.

⁶ Monaghan, 2017. Phone interview with Kevin Monaghan, Sergeant, Dublin Police Department, with Urban Planning Partners, Inc., April 14.

⁷ Holmes, 2016. Email communication from Garrett Holmes, Captain, Dublin Police Department, with Urban Planning Partners, Inc., September 20.

⁸ Ibid.

(3) Pleasanton Police Department

The Pleasanton Police Department, located at 4833 Bernal Avenue, is responsible for law enforcement in the city of Pleasanton. The Pleasanton Police Department currently has 81 sworn officers and 35 non-sworn employees for a ratio of 1.1 sworn employees per 1,000 residents.⁹ The Pleasanton General Plan establishes an average response time goal of 4 minutes for Pleasanton Police Department emergency calls.¹⁰ In 2015, the average response time for emergency calls was 3.73 minutes.¹¹

As noted previously, BART Police has primary jurisdiction over BART facilities. However, a portion of the Dublin/Pleasanton Station is located within the city of Pleasanton. Pleasanton Police Department does not track all calls for service to the Dublin/Pleasanton Station, but notes that the reporting district encompassing the Dublin/Pleasanton Station receives a limited number of calls for police services. As of 2016, the reporting district containing the Dublin/Pleasanton Station accounted for less than 3 percent of citywide calls for service/incidents.¹²

(4) Livermore Police Department

The Livermore Police Department is responsible for law enforcement in the city of Livermore. The Livermore Police Department operates one station, located in the Civic Center at 1110 South Livermore Avenue. In addition, Livermore Police Department has a kiosk office in Downtown Livermore that is staffed by police volunteers and Citizens-On-Patrol volunteers, as time and staffing allow. In addition, the officers use the kiosk on weekends and evenings, and patrol officers routinely use it to write reports and complete investigations. As of 2016, the Livermore Police Department has approximately 90 sworn officers and 46 non-sworn employees. This staffing level reflects a ratio of 1.1 sworn officers per 1,000 residents.¹³

The Livermore Police Department has different response time standards for calls for service, according to priority, as follows: priority one calls have a response standard of 2 minutes or less; priority two calls have a response standard of 10 minutes or less; and priority three calls have a response standard of 30 minutes. In 2015, the Livermore Police

⁹ Eicher, 2016. Email communication from Craig Eicher, Captain, Pleasanton Police Department, with Urban Planning Partners, Inc., October 3.

¹⁰ City of Pleasanton, 2009. Pleasanton General Plan 2005-2025.

¹¹ City of Pleasanton Police Department, 2015. Pleasanton Police Department Annual Report. Available at: <http://admin.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=27416>, accessed August 19, 2016.

¹² Eicher, 2016. Email communication from Craig Eicher, Captain, Pleasanton Police Department, with Urban Planning Partners, Inc., October 3.

¹³ Sarsfield, 2016. Email communication from Matthew Sarsfield, Captain, Livermore Police Department, with Urban Planning Partners, Inc., September 9.

Department responded to approximately 56,712 calls for police service. Average response times were as follows: for priority one calls, the average time from dispatch to officer arrival on scene was 4 minutes; for priority two calls, the average time for officer arrival on scene was 5.5 minutes; and for priority three calls, the average time for officer arrival on scene was 9 minutes. The Livermore Police Department identifies a decrease in staffing, expanded city limits, and increases in population and traffic congestion as factors affecting its ability to meet the standard response time of 2 minutes for priority one calls.¹⁴

(5) BART Police Department

Within the BART system, law enforcement services are provided by the BART Police, which has 181 sworn peace officers. In addition, BART Police has 100 civilian staff who work as community service assistants, communications and 911 dispatchers, computer-aided dispatch/records management system administrators, revenue guards, and clerical staff. BART police officers are invested with the same powers of arrest as city police officers and county sheriff deputies, and are authorized to take enforcement action off BART property (e.g., within city limits, county jurisdictions, or on State highways) if there is immediate danger to persons or property.^{15, 16}

To provide safety and security for BART riders and employees, BART Police seeks to maintain a highly visible presence in the enforcement of laws and regulations throughout the BART system by setting a service ratio of two officers per station at any time.¹⁷ All reported crimes, felonies, misdemeanors, and infractions that occur on BART property are investigated by BART Police.

BART Police employs a number of law enforcement tools for patron safety. Pay phones and call boxes are available which connect to BART Police 911 services. Calls to the BART Police 911 number may also be made on personal cell phones. To protect BART's infrastructure against the threat of terrorism, BART Police officers participate in counterterrorism working groups at the local, state, and federal level, and also conduct training drills for first responders throughout the Bay Area. In addition, the "BART Watch" mobile app can be used by civilians to discreetly report disruptive behavior, robberies, unattended bags or packages, and incidents of vandalism.

¹⁴ Ibid.

¹⁵ San Francisco Bay Area Rapid Transit District (BART), 2016b. BART Police Employment. Available at: <http://www.bart.gov/about/police/employment>, accessed August 16, 2016.

¹⁶ Cromer, 2013. Written communication from Matthew Cromer, Administration Services, BART, with Urban Planning Partners, Inc., September 24.

¹⁷ Hayes, 2017. Phone interview with Mike Hayes, Zone 1 and 3 Commander, BART Police, with Urban Planning Partners, Inc., April 20.

For crime prevention and investigation, the BART Police Patrol Bureau has instituted the Community Oriented Policing and Problem Solving program, which decentralizes the bureau into six geographical police zones. BART Police operates 22 beats across the six zones. Each zone has its own headquarters and field office. Zone lieutenants are assigned personnel, equipment, and resources to manage their respective police operations. This community-based deployment strategy enhances the ability of BART Police to work more closely with commuters and other community members to reduce crime and social disorder. The BART to Livermore Extension Project would fall into the jurisdiction of Zone 3, which currently has four police facilities: one at the Castro Valley BART Station, one at the Hayward BART Station, one at the West Dublin/Pleasanton BART Station, and one at the Dublin/Pleasanton BART Station.^{18,19}

BART system's performance is monitored every quarter, with performance indicators tracked on a quarterly and annual basis. BART Police has established crime and police responsiveness goals for the system, which are based on crimes against persons per million BART trips. Quality of life violations are based on automobile crimes per 1,000 parking spaces. Table 3.O-1 shows the number and types of crimes that occurred during the fourth quarter of fiscal year 2016 throughout the entire BART system. The existing crime rates are compared to BART security goals. As shown in Table 3.O-1, there were 2.28 crimes against persons per million trips, which exceeded BART's goal of 2.0 or fewer crimes per million trips. For automobile-related crimes, there were 5.9 crimes per 1,000 parking spaces, below BART's goal 8.0 or fewer automobile crimes per 1,000 parking spaces. The average response time to emergency service calls was 5.95 minutes, which exceed the goal of 5.0 or fewer minutes.²⁰ Short staffing has been a key factor affecting BART Police ability to meet particular service goals and response times. To help improve performance, BART Police is currently working on adding additional Police to its staff.²¹

¹⁸ San Francisco Bay Area Rapid Transit District (BART) Police Department. 2012. Training Bulletin No. 12-01. Community Oriented Policing and Problem Solving and Zone/Public Service Area. Available at: https://www.bart.gov/sites/default/files/docs/BART_PD_Community_Oriented_Policing_and_Problem_Solving_and.pdf, accessed January 6, 2017.

¹⁹ Alvarez, 2016. Email communication from Ed Alvarez, Support Services Bureau, BART Police Department, with Urban Planning Partners, Inc., September 26.

²⁰ Ibid

²¹ Hayes, 2017. Phone interview with Mike Hayes, Zone 1 and 3 Commander, BART Police, with Urban Planning Partners, Inc., April 20.

TABLE 3.0-1 BART POLICE DEPARTMENT CALLS AND CRIMES – FOURTH QUARTER FISCAL YEAR 2016

Category	Results	Goal (Not to Exceed)
Crimes Against Persons	74	
On Trains	5	
In Stations	37	
In Parking Lots	32	
Passenger Trips	32,433,952	
Crimes Per Million Trips	2.28	2.0
Automobile Crimes	282	
Automobile Burglary	115	
Automobile Theft	167	
Parking Spaces (1,000s)	47.58	
Crime per 1,000 spaces	5.9	8.0
Quality of Life Violations	1,319	
Quality Per Million Trips (see passenger trips above)	40.6	N/A
Calls for Service	16,305	
Average Emergency Response Time (minutes)	5.95	5.0
Bike Thefts	159	150

Notes: Crimes against persons are aggravated assaults, robberies, rape, and homicide. Quality of life violations include disturbing the peace, vagrancy, public urination, loud music/radios, expectoration, fare evasion, eating, drinking, or smoking on trains or station areas.
 Source: Alvarez, 2016.

For emergency preparedness, the BART Office of Emergency Services (in cooperation with city and public protection agencies) is responsible for delineating evacuation routes and, where possible, alternate routes around points of congestion. BART’s System Safety Program Plan outlines the technical and managerial safety activities, describing procedures for accident investigation and reporting and emergency management for the BART District, which includes Alameda, Contra Costa, San Francisco, and portions of San Mateo counties. In addition, BART contingency plans cover a full range of possible emergencies and integrate the support of local police, fire departments, and other emergency agencies, all of which practice emergency responses jointly with BART.

b. Fire Protection and Emergency Medical Services

Within the study area, the Alameda County Fire Department provides fire protection and emergency medical services for the unincorporated county areas as well as to the city of Dublin. The Livermore-Pleasanton Fire Department provides fire protection and emergency medical services to both the cities of Livermore and Pleasanton. These service providers are described below and the fire stations within 1 mile of the collective footprint are shown in Figure 3.0-1.

(1) Alameda County Fire Department

The Alameda County Fire Department has primary responsibility for fire and emergency medical services within the city of Dublin, at the Lawrence Livermore National Laboratory, and the unincorporated areas surrounding the cities of Dublin, Pleasanton, and Livermore.²² The Alameda County Fire Department also cooperates with Livermore-Pleasanton Fire Department to provide mutual aid assistance within the cities of Livermore and Pleasanton when needed.²³ Alameda County Fire Department services include fire suppression, arson investigation, hazardous materials mitigation, paramedic services, urban search and rescue, fire prevention, and public education. Alameda County Fire Department has 30 fire stations that house 26 engine companies and seven ladder truck companies, one heavy rescue company, and four hazardous materials companies. Alameda County Fire Department has 432 authorized positions, 340 of which are sworn, and up to an additional 100 reserve firefighters.²⁴ Alameda County Fire Department follows National Fire Protection Association standards for response times and also has its own internal target of a 5-minute response time goal. In 2016, Alameda County Fire Department met these standards for the jurisdictions it serves, including the city of Dublin, the Lawrence Livermore National Laboratory, and unincorporated Alameda County.^{25, 26}

Three fire stations are within a 1-mile radius of the collective footprint:

- Alameda County Fire Department Station #16, 7494 Donohue Drive, Dublin
- Alameda County Fire Department Station #17, 6200 Madigan Road, Dublin
- Alameda County Fire Department Station #18, 4800 Fallon Road, Dublin

The Alameda County Fire Department serves both the West Dublin/Pleasanton Station and Dublin/Pleasanton Station parking facilities north of Interstate Highway (I-) 580, in Dublin, and responded to a total of 25 calls at the West Dublin/Pleasanton BART Station and 28 calls at the Dublin/Pleasanton Station in 2016.²⁷

²² Countywide Alameda County Fire Department also provides fire and paramedic services for the City of San Leandro, the Lawrence Berkeley National laboratory, and all unincorporated areas in Alameda County.

²³ Livermore Pleasanton Fire Department joined the Alameda County Automatic Aid Department in July 2012, allowing Livermore Pleasanton Fire Department to send units into Alameda County Fire Department response areas throughout the Livermore Valley and vice versa.

²⁴ Call, 2016. Email communication from Jim Call, Deputy Chief, Alameda County Fire Department, with Urban Planning Partners, Inc., September 29.

²⁵ National Fire Protection Association, 2009. NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public.

²⁶ Call, 2017. Email communication from Jim Call, Deputy Chief, Alameda County Fire Department, with Urban Planning Partners, Inc., June 6.

²⁷ Call, 2017. Email communication from Jim Call, Deputy Chief, Alameda County Fire Department, with Urban Planning Partners, Inc., June 2.

(2) Livermore-Pleasanton Fire Department

The Livermore-Pleasanton Fire Department has primary responsibility for fire suppression, emergency medical service, emergency hazardous materials response, and specialized rescue within the cities of Livermore and Pleasanton. In cooperation with Alameda County Fire Department, Livermore-Pleasanton Fire Department at times also provides mutual aid assistance beyond municipal boundaries in adjacent communities and portions of unincorporated Alameda County.

In 1996, the Livermore Fire Department and Pleasanton Fire Department consolidated through a joint powers authority to form the Livermore-Pleasanton Fire Department. Under this model, the two cities, as members of the joint powers authority, equally share responsibility and budget for the Livermore-Pleasanton Fire Department.²⁸

The Livermore-Pleasanton Fire Department has eight engine companies and two truck companies that are located at 10 fire stations throughout the two cities. Livermore-Pleasanton Fire Department has a total of 210 staff (including firefighters and administrative). Livermore-Pleasanton Fire Department headquarters is located at 3560 Nevada Street in Pleasanton, which is also the site of one of its fire stations. This headquarters houses administrative and non-emergency safety services, including fire prevention and hazardous materials regulations, emergency medical services system management, emergency preparedness, training, information technology, finance, and public information.²⁹

The following Livermore-Pleasanton Fire Department stations are within 1 mile of the collective footprint:

- Livermore-Pleasanton Fire Department Station #2, 6300 Stoneridge Mall Road, Pleasanton
- Livermore-Pleasanton Fire Department Station #3, 3200 Santa Rita Road, Pleasanton
- Livermore-Pleasanton Fire Department Station #7, 951 Rincon Avenue, Livermore
- Livermore-Pleasanton Fire Department Station #8, 5750 Scenic Avenue, Livermore
- Livermore-Pleasanton Fire Department Station #10, 330 Airway Boulevard, Livermore

Livermore-Pleasanton Fire Department follows National Fire Protection Association standards, which require the capability to deploy an initial full alarm assignment within a

²⁸ Livermore-Pleasanton Fire Department, 2016. Livermore-Pleasanton Fire Department Administration. Available at: <http://www.cityoflivermore.net/citygov/fire/about/administration.htm>, accessed August 16, 2016.

²⁹ Basso, 2016. Phone interview with Sandy Basso, Office Manager, Livermore-Pleasanton Fire Department, with Urban Planning Partners, Inc., September 6.

7-minute response time to 90 percent of the medical and fire incidents.³⁰ Livermore-Pleasanton Fire Department has indicated that it is able to achieve this service standard based on current staffing levels and facilities.³¹

Livermore-Pleasanton Fire Department is the primary fire and emergency service provider for the portion of the Dublin/Pleasanton Station (station, BART tracks, and parking facilities) located in the city of Pleasanton (south of I-580). The Livermore-Pleasanton Fire Department also occasionally serves the West Dublin/Pleasanton BART Station as well. Table 3.O-2 provides the number service calls received by the Livermore-Pleasanton Fire Department between 2013 and 2016 related to these two BART stations. In 2016, there were 8 calls for service to the West Dublin/Pleasanton Station (6501 Golden Gate Drive in Dublin) and approximately 135 calls for service to the Dublin/Pleasanton Station (5801 Owens Drive, Pleasanton). These calls were primarily for emergency medical response, with no significant call activity related to fires at BART facilities.

TABLE 3.O-2 LIVERMORE-PLEASANTON FIRE DEPARTMENT CALLS FOR SERVICE HISTORY

Year	Calls to West Dublin/Pleasanton BART Station	Calls to Dublin/Pleasanton BART Station	Total Calls to Both Stations
2013	6	74	80
2014	18	128	146
2015	15	128	143
2016	8	135	143

Source: Espinoza, 2016; Call, 2017.

c. Parks and Recreational Facilities

Public parks and recreational facilities that are within the collective footprint, or for which EIR scoping comments were received, are described below.

(1) Dublin Sports Grounds

The Dublin Sports Grounds, partially within the footprint of the Express Bus/BRT Alternative, is located at 6700 Dublin Boulevard in the city of Dublin, just north of I-580

³⁰ National Fire Protection Association, 2009. NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public.

³¹ Testa, 2016. Phone interview with Joe Testa, Deputy Chief, Livermore-Pleasanton Fire Department, with Urban Planning Partners, Inc., September 6.

and west of the Dougherty Road/Hopyard Road interchange. The city-owned park is approximately 23 acres and includes baseball and softball diamonds, soccer fields, play equipment, walkways and trails, picnic areas including barbecue grills, and restrooms.

(2) Las Positas Golf Course

The Las Positas Golf Course, partially within the footprint of both the Proposed Project and Diesel Multiple Unit (DMU) Alternative, is located at 917 Clubhouse Drive in the city of Livermore, immediately south of I-580 and just west of Airway Boulevard. The approximately 200-acre city-owned facility provides a 27-hole golf course, golf lessons, a clubhouse, and a sports bar.

(3) Shadow Cliffs to Morgan Territory Regional Trail

The Shadow Cliffs to Morgan Territory Regional Trail is a trail managed by the East Bay Regional Park District. The trail extends from Shadow Cliffs Regional Recreation Area in Pleasanton to Morgan Territory Regional Preserve in Antioch. A portion of the trail that extends along the sidewalk on Isabel Avenue/I-580 interchange is located within the collective footprint.

(4) Brushy Peak Regional Preserve

Brushy Peak Regional Preserve is a 1,833-acre preserve located in Livermore. The preserve is managed by the East Bay Regional Park District and is accessible by automobile via Laughlin Road and by trail via the Dyer Ranch Trail from Laughlin Road (approximately 0.75-mile) north of the collective footprint.

3. Regulatory Framework

This subsection describes the State and local environmental laws and policies relevant to community services.

Projects which modify a federal highway or require federal funding are also subject to requirements for evaluation of impacts to publicly owned recreational resources under the federal Department of Transportation Act Section 4(f), codified at 49 U.S.C. Section 303. Section 4(f) provides that agencies of the U.S. Department of Transportation can approve a project requiring use of publicly owned land in a public park or recreation area if there is no prudent and feasible alternative to using the land, and the project includes all possible planning to minimize harm to the site. Evaluations under Section 4(f) are commonly prepared in conjunction with an Environmental Impact Statement (EIS) under the National Environmental Policy Act. As discussed in Chapter 1, Introduction, the Proposed Project and two of the three build alternatives would likely require an EIS under the National Environmental Policy Act. Should an EIS be necessary, it would be prepared subsequent to

completion of the CEQA process and a Section 4(f) analysis would be conducted with the EIS.

BART is exempt from local planning and development policies pursuant to California Government Code Sections 53090 and 53091. However, because BART supports and coordinates with local emergency response agencies, this subsection describes local policies and guidelines relevant to community services and desired service levels.

(1) Livermore General Plan

The City of Livermore General Plan includes policies related to police and fire department staffing standards and parks/recreational facilities. Policy INF-5.1.P3 states that “the City shall review annual Police Department staffing levels and development trends to determine whether additional police staffing or facilities are needed.” Likewise, Policy INF-6.1.P5 states that “the City shall review annual Livermore-Pleasanton Fire Department staffing levels and development trends to determine whether additional fire staffing or facilities are needed.” Policy LU-2.1.P3 states that “Future growth shall not exceed the community’s capability to provide services.” This includes public parks and recreation services.³²

(2) Pleasanton General Plan

The Pleasanton General Plan 2005–2025 states that “the City will strive to respond to all emergency fire-related calls within 7 minutes of the time the call for service is received 90 percent of the time” (Goal 3, Policy 10) and “the City will evaluate the need for expanded services or facilities as the City grows” (Goal 3, Program 10.3). In addition, the Pleasanton General Plan calls for a Pleasanton Police Department response time averaging 4 minutes for emergency calls and 16 minutes for general service calls (Goal 8, Policy 27). One of the goals of the Pleasanton General Plan is to “Protect all large continuous areas of open space, as designated on the General Plan Map, from intrusion by urban development” (Goal 5, Policy 6).³³

(3) City of Dublin Parks and Recreation Master Plan

The City of Dublin Parks and Recreation Master Plan includes policies related to parks and recreational facilities standards for the city of Dublin. Goal 1.1 states “Ensure a minimum standard of 5.0 acres of public park per 1,000 residents.”³⁴

³² City of Livermore, 2004. City of Livermore General Plan: 2003-2025.

³³ City of Pleasanton, 2009. Pleasanton General Plan 2005-2025.

³⁴ City of Dublin, 2015. Parks and Recreation Master Plan, May.

(4) East County Area Plan

The East County Area Plan serves as the guiding document for the future development and resource conservation within unincorporated areas of eastern Alameda County. The East County Area Plan includes several policies related to police, fire, and emergency medical services. Policy 241 states that “the County shall provide effective law enforcement, fire, and emergency medical services to unincorporated areas.” In addition, it states that “the County shall reserve adequate sites for sheriff, fire, and emergency medical facilities in unincorporated locations within East County” (Policy 242).³⁵

(5) BART Standards and Guidelines

BART has a number of procedures and guidelines regarding emergency response, crime prevention, design standards, and access within the BART system.

(a) BART Facilities Standards

BART Facilities Standards control the design and construction of BART facilities and contain standards applicable to emergency response, crime prevention, and fire suppression and prevention. To address public safety, these standards include requirements for the installation of public address systems, closed-circuit televisions, and emergency call boxes. To address fire suppression and prevention, different BART structures have different standards. Depending on the structure, the standards may require wet sprinkler systems, under car deluge systems, fire detection and alarm systems, and fire hose cabinets at specified locations. These standards are in addition to requirements for the use of various fire-resistant materials in construction.

(b) BART Station Access Guidelines

In addition to the BART Facilities Standards, the BART Station Access Guidelines provide a framework for BART staff and contractors in designing facilities at new and existing stations. An important component of the BART Station Access Guidelines is an endorsement of Crime Prevention through Environmental Design, which refers to the effective use of the built environment to reduce crime as well as the public’s perception of crime, and to improve quality of life.³⁶ The BART Station Access Guidelines include the following Crime Prevention through Environmental Design recommendations:

- Provide enhanced lighting in parking lots, parking structures, walkways, bus stops, and stations

³⁵ County of Alameda, 1994. East County Area Plan.

³⁶ San Francisco Bay Area Rapid Transit District (BART), 2003. BART Station Access Guidelines. Available at: https://www.bart.gov/sites/default/files/docs/access_guidelines.pdf, accessed August 16, 2016.

- Discourage the use of pedestrian tunnels
- Limit designs that require pedestrians to cross through bus zones or bus access points
- Locate passenger drop-off zones and taxi zones in areas that allow easy access to the stations and businesses
- Design parking lots, drop-off zones, and bus zones such that buses and cars do not mix

4. Impacts and Mitigation Measures

This subsection lists the standards of significance used to assess impacts, discusses the methodology used in the analysis, summarizes the impacts, and then provides an in-depth analysis of the impacts with mitigation measures identified as appropriate.

a. Standards of Significance

For the purposes of this EIR, impacts on community services are considered significant if the Proposed Project or one of the Alternatives would result in any of the following:

- Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police protection services and fire protection/emergency medical services
- Increase the use of existing recreational facilities causing substantial physical deterioration, include recreational facilities, or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

b. Impact Methodology

The methodology used to evaluate the significance of community services impacts is described below under each respective impact analysis. The Electrical Multiple Unit (EMU) Option would result in the same impacts as the DMU Alternative, and therefore the analysis and conclusions for the DMU Alternative also apply to the EMU Option.

The analysis of the Enhanced Bus Alternative, which addresses the potential impacts of construction of the bus infrastructure improvements and operation of the bus routes at a programmatic level, would also apply to the bus improvements and feeder bus service under the Proposed Project and other Build Alternatives. Therefore, the analyses and conclusions for the Enhanced Bus Alternative also apply to the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative, and are not repeated in the analysis of the Proposed Project and other Build Alternatives.

c. Summary of Impacts

Table 3.O-3 summarizes the impacts of the Proposed Project and Alternatives described in the analysis below.

TABLE 3.O-3 SUMMARY OF COMMUNITY SERVICES IMPACTS

Impacts	Significance Determinations ^a				
	No Project Alternative	Conventional BART Project ^b	DMU Alternative (With EMU Option) ^b	Express Bus/BRT Alternative ^b	Enhanced Bus Alternative
Construction					
Project Analysis					
Impact CS-1: Need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police, fire, and emergency response during construction	NI	LSM	LSM	LSM	LS
Impact CS-2: Cause substantial deterioration of recreational facilities or require construction or expansion of recreational facilities	NI	LS	LS	LS	NI
Cumulative Analysis					
Impact CU-3(CU): Need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police, fire, and emergency response during construction under Cumulative Conditions	NI	LS	LS	LS	LS
Impact CS-4(CU): Construction or expansion of recreational facilities Cumulative Conditions	NI	LS	LS	LS	NI

TABLE 3.O-3 SUMMARY OF COMMUNITY SERVICES IMPACTS

Impacts	Significance Determinations ^a				
	No Project Alternative	Conventional BART Project ^b	DMU Alternative (With EMU Option) ^b	Express Bus/BRT Alternative ^b	Enhanced Bus Alternative
Operational					
Project Analysis					
Impact CS-5: Need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police services	NI	LS	LS	LS	LS
Impact CS-6: Need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response	NI	LS	LS	LS	LS
Cumulative Analysis					
Impact CS-7(CU): Need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police, fire, and emergency response under Cumulative Conditions	NI	LS	LS	LS	LS

Notes: NI=No impact; LS=Less-than-Significant impact, no mitigation required; LSM=Less-than-Significant impact with mitigation.

DMU = diesel multiple unit; EMU = electrical multiple unit; BRT = bus rapid transit

^a All significance determinations listed in the table assume incorporation of applicable mitigation measures.

^b The analysis of the Enhanced Bus Alternative also applies to the feeder bus service and bus improvements under the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative, as described in the Impact Methodology subsection above.

d. Environmental Analysis

Impacts pertaining to construction are described below, followed by operations-related impacts.

(1) Construction Impacts

Potential impacts pertaining to project construction are described below, followed by cumulative construction impacts.

(a) Construction – Project Analysis

Impact CS-1: Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police, fire, and emergency response during construction.

(No Project Alternative: NI; Conventional BART Project: LSM; DMU Alternative: LSM; Express Bus/BRT Alternative: LSM; Enhanced Bus Alternative: LS)

No Project Alternative. Under the No Project Alternative, the BART to Livermore Extension Project would not be implemented and there would be no physical changes in the environment associated with construction of the Proposed Project or any of the Build Alternatives. However, planned and programmed transportation improvements for segments of I-580, local roadways and intersections, and core transit service improvements for BART, Altamont Corridor Express, and the Livermore Amador Valley Transit Authority (LAVTA) would be constructed. In addition, population and employment increases throughout Alameda County would result in continued land use development, including both residential and commercial. Construction of these improvements and development projects could require temporary services to enforce safety, prevent fire, and provide emergency medical response during construction. However, the effects of the other projects associated with the No Project Alternative have been or will be addressed in environmental documents prepared for those projects before they are implemented, and the No Project Alternative would not result in new impacts as a consequence of the BART Board of Directors' decision not to adopt a project. Therefore, the No Project Alternative is considered to have no impacts related to police, fire, or emergency medical services. **(NI)**

Conventional BART Project, DMU Alternative, and Express Bus/BRT Alternative. Construction of the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative may require services to enforce safety, prevent fire, and provide emergency medical response. Any increase in demand for services during construction would be temporary and would not be expected to result in the need for new or expanded facilities.

Construction of the Proposed Project and these Alternatives would be temporary and is anticipated to occur over approximately 5 years. Construction activities would occur in phases at various locations along the project corridor. During peak construction periods, work could be underway at several locations, resulting in overlapping construction activities. The phasing and estimated duration of construction for each phase is described in Chapter 2, Project Description. Construction activities may result in temporary road or lane closures that could lead to increased response times for police, fire, and medical emergency services if not properly planned. Closures under the DMU Alternative and Express Bus/BRT Alternative could affect access to the Alameda County Fire Department's maintenance facility located at 5777 Scarlett Court in Dublin. In addition, construction haul trips for moving excavated soils and construction materials could result in congestion to roadways, further affecting emergency vehicle response times. Therefore, the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative would have potentially significant temporary impacts related to the provision of emergency police, fire, and medical services.

These impacts would be reduced to a less-than-significant level with implementation of **Mitigation Measure TRAN-1**, which would allow for access to affected properties at all times and would require a construction phasing and a traffic management plan that would inform cities and emergency responders to road closures and detours. (LSM)

Enhanced Bus Alternative. Construction of the Enhanced Bus Alternative may require services to enforce safety, prevent fire, and provide emergency medical response. Any increase in demand for services during construction would be temporary—occurring over the approximately 2-month construction period—and would not be expected to result in the need for new or expanded facilities. These construction activities would entail installation of bus infrastructure, including bus bulbs, bus shelters, and signage. Construction of the Enhanced Bus Alternative would occur within the existing street ROW and would be coordinated and reviewed by the applicable city agencies. This construction would be at various locations along the bus routes and would not be anticipated to significantly impact the provision of emergency police, fire, and medical services. Therefore, the Enhanced Bus Alternative would result in less-than-significant impacts related to provision of emergency police, fire, and medical services during construction. (LS)

Mitigation Measures. As described above, the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative would have potentially significant impacts related to provision of emergency police, fire, and medical services during construction. However, with implementation of **Mitigation Measure TRAN-1**, described in Section 3.B, Transportation, which would develop and implement a construction phasing and traffic management plan, potential impacts would be reduced to a less-than-significant level. This measure requires BART or its contractor to prepare and implement a construction

phasing and traffic management plan, which will identify traffic operations and circulation procedures for each phase of construction. The plan would provide information on road closures and detours and would be coordinated with the cities of Dublin, Pleasanton, and Livermore, and Caltrans. The plan would also allow for access to affected and adjacent properties at all times and specify measures to allow access and alternate transportation routes for maintenance and emergency response vehicles in the event of roadway closures.

As described above, the Enhanced Bus Alternative would not have significant impacts; therefore, no mitigation measures are required for this alternative.

Impact CS-2: Increase the use of existing recreational facilities causing substantial physical deterioration, include recreational facilities, or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment during construction.

(No Project Alternative: NI; Conventional BART Project: LS; DMU Alternative: LS; Express Bus/BRT Alternative: LS; Enhanced Bus Alternative: NI)

No Project Alternative. Under the No Project Alternative, the BART to Livermore Extension Project would not be implemented and there would be no physical changes in the environment associated with construction of the Proposed Project or any of the Build Alternatives. However, construction of the planned and programmed transportation improvements and continued land use development, including construction of residential and commercial uses under the No Project Alternative could adversely impact parks and recreational facilities. The effects of the other projects associated with the No Project Alternative have been or will be addressed in environmental documents prepared for those projects before they are implemented, and the No Project Alternative would not result in new impacts as a consequence of the BART Board of Directors' decision not to adopt a project. Therefore, the No Project Alternative is considered to have no impacts related to parks and recreational facilities. **(NI)**

Conventional BART Project and DMU Alternative. As described in the Introduction subsection above, the Proposed Project and Build Alternatives would not increase demand for parks or recreational facilities nor would they accelerate the use of the parks such that they would have substantial physical deterioration. However, the footprint of the Proposed Project and DMU Alternative would encroach into recreational facilities. Specifically, construction-related activities would result in a permanent loss of recreational space at the city-owned Las Positas Golf Course at 917 Clubhouse Drive in the city of Livermore.

Approximately 17 feet of the northern-most area of Las Positas Golf Course would be required by the Proposed Project and DMU Alternative due to the relocation of the I-580 ROW. This area of the golf course is open space and generally consists of landscaping;

however, it is not part of the field of play. The preliminary engineering for the Proposed Project and DMU Alternative was designed to reduce the encroachment into the golf facility as much as feasible. BART would be required to purchase the necessary ROW and compensate the city. This reduction of open space within the golf course is not anticipated to affect the use of the golf course. Furthermore, potential construction-related impacts along the I-580 alignment are addressed throughout this EIR.

The portion of the Shadow Cliffs to Morgan Territory Regional Trail that extends along Isabel Avenue and crosses the Isabel Avenue/I-580 interchange is located in an area that would be affected by construction-related activities associated with the Proposed Project and DMU Alternative. However, as stated in **Impact TRAN-1**, construction of the Proposed Project and DMU Alternative would not result in significant impacts to pedestrian access, circulation, or safety with **Mitigation Measure TRAN-1**, which would provide safe access and circulation routes pedestrians along local roads. Therefore, the Proposed Project and DMU Alternative would have less-than-significant impacts on recreational facilities during construction, and no mitigation measures are required. **(LS)**

Express Bus/BRT Alternative. The footprint of the Express Bus/BRT Alternative would require ROW from the city-owned Dublin Sports Ground located at 6700 Dublin Boulevard in the city of Dublin. Approximately 10 feet of the Dublin Sports Ground would be required at the southeast corner of the facility. BART would be required to purchase the land and compensate the city. This reduction of landscaped area within the recreational facility is not anticipated to affect its use. Furthermore, potential construction-related impacts along the I-580 corridor are addressed throughout this EIR.

Construction of the Laughlin parking lot under the Express Bus/BRT Alternative would not affect access to Brushy Peak Regional Preserve. Construction-related activities would be located approximately 0.75-mile south from the Dyer Ranch Trail and 2 miles south of the preserve's parking lot. In addition, construction activities would not obstruct access to Brush Peak Regional Preserve from Laughlin Road. Therefore, the Express Bus/BRT Alternative would have less-than-significant impacts on recreational facilities during construction, and no mitigation measures are required. **(LS)**

Enhanced Bus Alternative. The Enhanced Bus Alternative would be constructed within existing street ROW. No parks or recreational facilities would be located within the footprint of the Enhanced Bus Alternative and it would not encroach on any recreational facilities. Therefore, the Enhanced Bus Alternative would have no impacts related to recreational facilities or the construction or expansion of recreational facilities, and no mitigation measures are required. **(NI)**

Mitigation Measures. As described above, the construction of the Proposed Project and Alternatives would not result in significant impacts related to recreational facilities or the

construction or expansion of recreational facilities, and no additional mitigation measures are required.

(b) Construction – Cumulative Analysis

The geographic study area for cumulative impacts is as described in the Introduction subsection above, and includes the service area of the respective service providers in the project corridor.

Impact CS-3(CU): Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police, fire, and emergency response during construction under Cumulative Conditions.

(No Project Alternative: NI; Conventional BART Project: LS; DMU Alternative: LS; Express Bus/BRT Alternative: LS; Enhanced Bus Alternative: LS)

No Project Alternative. As described in **Impact CS-1** above, the No Project Alternative would have no impacts related to police, fire, or emergency medical services during construction. Therefore, the No Project Alternative would not contribute to cumulative impacts. **(NI)**

Conventional BART Project and Build Alternatives. Construction of the Proposed Project and the Alternatives in combination with other cumulative projects that would be under construction concurrently, including portions of the Isabel Neighborhood Plan (INP), may require services to enforce safety, prevent fire, and provide emergency medical response. Any increases in demand for services during construction would be temporary and would not be expected require the need for new or expanded facilities.

Construction activities from the cumulative projects, in combination with the Proposed Project and Build Alternatives, may result in temporary road or lane closures that could lead to increased response times for police, fire, and medical emergency services if not properly planned. These other cumulative projects would also be required to undergo their own environmental review and mitigate their potential impacts to police and emergency response services. **Mitigation Measure TRAN-1**, described in **Impact CS-1** above, would require a construction phasing and a traffic management plan for the Proposed Project and Build Alternatives, which would take into account cumulative projects whose construction schedules overlap with that of the Proposed Project or Build Alternatives, and would ensure emergency response times are not compromised. Therefore, the Proposed Project and Build Alternatives, in combination with other cumulative projects, would result in less-than-significant cumulative construction impacts to related to police, fire, or emergency response, and no mitigation measures are required. **(LS)**

Mitigation Measures. As described above, the construction of the Proposed Project and Alternatives in combination with past, present, or probable future projects would not result in significant cumulative impacts related to police, fire, or emergency response during construction, and no additional mitigation measures would be required.

Impact CS-4(CU): Increase the use of existing recreational facilities causing substantial physical deterioration, include recreational facilities, or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment under Cumulative Conditions.

(No Project Alternative: NI; Conventional BART Project: LS; DMU Alternative: LS; Express Bus/BRT Alternative: LS; Enhanced Bus Alternative: NI)

No Project Alternative. As described in **Impact CS-2**, the No Project Alternative would have no impacts related to recreational facilities or the construction or expansion of recreational facilities during construction. Therefore, the No Project Alternative would not contribute to cumulative impacts. **(NI)**

Conventional BART Project, DMU Alternative, and Express Bus/BRT Alternative. Cumulative projects described in Section 3.A, Introduction to Environmental Analysis and Appendix E, particularly projects located along the I-580 corridor and the INP, would involve construction or expansion of recreational facilities, resulting in potential impacts to such facilities, similar to the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative. The cumulative projects would also be required to undergo their own environmental review and mitigate potential impacts to parks. Any adverse physical effects on the environment during construction related to the recreational facilities would be addressed by each project and would not result in cumulative impacts. Therefore, the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative, in combination with other cumulative projects, would result in less-than-significant cumulative impacts related to recreation facilities or the construction or expansion of recreational facilities, and no mitigation measures are required. **(LS)**

Enhanced Bus Alternative. As described in **Impact CS-2**, the Enhanced Bus Alternative would have no impacts related to recreational facilities or the construction or expansion of recreational facilities during construction. Therefore, the No Project Alternative would not contribute to cumulative impacts. **(NI)**

Mitigation Measures. As described above, the construction of the Proposed Project and Alternatives in combination with past, present, or probable future projects would not result in significant cumulative impacts related to recreational facilities or the construction or expansion of recreational facilities during construction, and no additional mitigation measures are required.

(2) Operational Impacts

Potential impacts related to project operations are described below, followed by cumulative operations impacts.

(a) Operations – Project Analysis

Impact CS-5: Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police services.

(No Project Alternative: NI; Conventional BART Project: LS; DMU Alternative: LS; Express Bus/BRT Alternative: LS; Enhanced Bus Alternative: LS)

Operation of the BART to Livermore Extension Project would result in transit activities in new locations, including in the cities of Dublin, Pleasanton, Livermore, and unincorporated Alameda County. Increased transit activity could cause increased demand on police services. As described in the Existing Conditions subsection above, providers of police service within the study area are: BART Police, Dublin Police Department, Pleasanton Police Department, Livermore Police Department, and Alameda County Sheriff's Office. Potential impacts to police services are discussed below.

No Project Alternative. Under the No Project Alternative, the BART to Livermore Extension Project would not be implemented and there would be no physical changes in the environment associated with the Proposed Project or any of the Build Alternatives. However, construction of the planned and programmed transportation improvements and continued land use development, including construction of residential and commercial uses under the No Project Alternative could result in increased demand for police services. The effects of the other projects associated with the No Project Alternative have been or will be addressed in environmental documents prepared for those projects before they are implemented, and the No Project Alternative would not result in new impacts as a consequence of the BART Board of Directors' decision not to adopt a project. Therefore, the No Project Alternative is considered to have no impacts related to police services. **(NI)**

Conventional BART Project. Under the Proposed Project, in addition to its existing responsibilities, including those at the Dublin/Pleasanton Station, BART Police would have primary responsibility for law enforcement services along the proposed 5.5-mile extension of BART service, at the proposed Isabel Station, Isabel Station parking garage, and storage and maintenance facility. BART Police would continue to provide patrol services on BART trains and facilities and respond to calls on BART property.

As described in Section 3.B, Transportation, under the Proposed Project, BART systemwide ridership for opening year (2025) is anticipated to increase by approximately 7,000 average daily trips compared to the No Project conditions for 2025, with approximately 3,600 new daily boardings at the Tri-Valley Area BART stations (West Dublin/Pleasanton, Dublin/Pleasanton, and proposed Isabel stations).³⁷ Approximately 4,700 of those boardings would be at the proposed Isabel Station. For horizon year (2040), BART systemwide ridership is anticipated to increase by approximately 12,000 average daily trips compared to the No Project conditions for 2040, with approximately 6,500 new daily boardings at the Tri-Valley Area BART stations. Approximately 8,100 of those boardings would be at the proposed Isabel Station. In addition, other transit services in the project vicinity would experience minor changes in ridership associated with the Proposed Project.

As part of the Proposed Project, BART Police plans to hire four additional officers and one community service officer, as well as establish a new beat to serve the extension. In addition, as part of the Proposed Project, new BART Police facilities would be constructed at the proposed Isabel Station. These facilities would include a field office with a holding cell, office space, and locker rooms.³⁸ BART Police anticipate that the Proposed Project would not adversely affect their ability to meet their performance goals, nor would it trigger the need for any new or physically altered governmental facilities beyond those that would be incorporated into the Proposed Project.³⁹

While BART Police serve BART facilities, local police departments respond to calls in surrounding areas and support BART Police by responding to calls on BART property. Following the development of the Proposed Project, there would be an incremental increase in demand for police services at the proposed Isabel Station area and within the local bus systems.

Alameda County Sheriff's Office, Dublin Police Department, Pleasanton Police Department, and Livermore Police Department staff have advised that this slight increase in demand for service would not adversely affect response times, nor would it trigger a need for new or

³⁷ Ridership refers to the number of linked trips on the BART system; a passenger boarding the Dublin/Pleasanton-Daly City line at Dublin/Pleasanton Station and transferring at Bay Fair to the Richmond-Fremont line would count as one trip.

³⁸ Alvarez, 2016. Email communication from Ed Alvarez, Support Services Bureau, BART Police Department, with Urban Planning Partners, Inc., September 26.

³⁹ Ibid.

expanded facilities.^{40, 41, 42, 43} Furthermore, the Proposed Project would include new BART Police facilities and additional police staffing to maintain BART's service performance goals, based on the increase in ridership projected under the Proposed Project.

The relationship between BART stations and surrounding crime levels was a topic raised during scoping comments. Some commenters have suggested that locating a new BART station in Livermore would increase criminal activity in surrounding areas. As noted on above, BART Facilities Standards contain public safety requirements, while BART Station Access Guidelines incorporate the principles of Crime Prevention through Environmental Design, which recommend security-oriented design elements such as enhanced lighting, station integration into the surrounding community and avoidance of pedestrian tunnels and other low-visibility areas. BART has studied stations for which personal security is indicated as an issue by the community, and found that these are generally older stations constructed before development of Crime Prevention through Environmental Design policies and located in historically low-profile, high-crime settings. This conclusion reinforces the findings of previous studies of crime and transit systems, which have found that crime levels vary throughout a given transit system and correlate to existing neighborhood crime.⁴⁴

The City of Livermore has also concluded that criminal activity would not increase significantly as a result of a BART station in Livermore. In an assessment prepared for the BART to Livermore Program EIR, City staff and the Livermore Police Department studied State of California, Department of Justice Criminal Justice Statistics Center data for four cities, before and after the development of BART terminus stations. A memorandum from the Livermore Community Development Director and the Livermore Chief of Police to members of the Livermore City Council and Mayor reported that, "Given Livermore's current crime levels and assuming the station design and businesses are appropriate for the selected site...and that BART police staffing for this area is similar to its existing levels, any major increase in crime at or around BART stations in Livermore would not be anticipated."⁴⁵

⁴⁰ Sarsfield, 2016. Email communication from Matthew Sarsfield, Captain, Livermore Police Department, with Urban Planning Partners, Inc., September 9

⁴¹ Holmes, 2016. Email communication from Garrett Holmes, Captain, Dublin Police Department, with Urban Planning Partners, Inc., September 20.

⁴² Eicher, 2016. Email communication from Craig Eicher, Captain, Pleasanton Police Department, with Urban Planning Partners, Inc., October 3.

⁴³ Kelly, 2017. Phone interview with Ray Kelly, Public Information Officer, Alameda County Sheriff's Office, with Urban Planning Partners, Inc., January 18.

⁴⁴ DeGeneste and Sullivan, 1994. Policing Transportation Facilities.

⁴⁵ San Francisco Bay Area Rapid Transit District (BART), 2010. BART to Livermore Extension Final Program Environmental Impact Report. Available at: https://bart.gov/sites/default/files/docs/Bart-to-Livermore-EIR-WEB_0.pdf.

Therefore, for the reasons described above, the Proposed Project would have less-than-significant impacts related to provision of police services, and no mitigation measures are required. (LS)

DMU Alternative. The DMU Alternative would result in the construction of a DMU transfer platform at Dublin/Pleasanton Station and the extension of rail services to the proposed Isabel Station, as well as new parking facilities and a storage and maintenance facility. Similar to the Proposed Project, BART Police would have primary responsibility for law enforcement services at the new facilities. New BART Police facilities would be constructed at the proposed Isabel Station and additional BART Police staffing would be provided, similar to that outlined for the Proposed Project, above.

As described in Section 3.B, Transportation, under the DMU Alternative, BART systemwide ridership for opening year (2025) is anticipated to increase by approximately 5,000 average daily trips compared to the No Project conditions for 2025, with approximately 2,700 new daily boardings at the Tri-Valley Area BART stations.⁴⁶ Approximately 3,100 of those boardings would be at the proposed Isabel Station. For horizon year (2040), BART systemwide ridership is anticipated to increase by approximately 7,000 average daily trips compared to the No Project conditions for 2040, with approximately 3,900 daily boardings in the Tri-Valley Area. Approximately 4,800 of those boardings would be at the proposed Isabel Station. In addition, other transit services in the project vicinity would minor experience changes in ridership associated with the DMU Alternative.

The incremental increase in demand for police service on local police departments (Dublin Police Department, Pleasanton Police Department, Livermore Police Department, and Alameda County Sheriff's Office) would be similar to that under the Proposed Project, and therefore, for the same reasons, would not adversely affect police response times nor trigger a need for new or expanded facilities beyond those proposed as part of the DMU Alternative. Furthermore, the DMU Alternative would include new BART Police facilities and additional police staffing to maintain BART's service performance goals, based on the increase in ridership projected under the DMU Alternative. Therefore, the DMU Alternative would have less-than-significant impacts related to provision of police services, and no mitigation measures are required. (LS)

Express Bus/BRT Alternative. Under the Express Bus BRT Alternative, in addition to its existing responsibilities, including those at the Dublin/Pleasanton Station, BART Police would have primary responsibility for law enforcement services at the expanded parking lot south of I-580 (in Pleasanton) and the new Laughlin parking lot.

⁴⁶ Ridership refers to the number of linked trips on the BART system; a passenger boarding the Dublin/Pleasanton-Daly City line at Dublin/Pleasanton Station and transferring at Bay Fair to the Richmond-Fremont line would count as one trip.

As described in Section 3.B, Transportation, under the Express Bus/BRT Alternative, BART systemwide ridership for opening year (2025) is anticipated to increase by approximately 2,000 average daily trips compared to the No Project conditions for 2025 and 1,000 additional trips generated at the Dublin/Pleasanton Station. For horizon year (2040), BART systemwide ridership is anticipated to increase by approximately 4,000 average daily trips compared to the No Project conditions for 2040, with approximately 1,900 additional trips at the Dublin/Pleasanton Station. In addition, other transit services in the project vicinity would experience changes in ridership associated with the Express Bus/BRT Alternative. LAVTA bus ridership would increase by approximately 1,300 average daily trips per weekday compared to the No Project conditions for 2025, and would result in an increase of 2,200 average daily trips per weekday compared to the No Project conditions for 2040.

The Express Bus/BRT Alternative would result in an incremental increase in demand for police services at the proposed Dublin/Pleasanton Station area, Laughlin Road Area, and within the local bus systems from increased ridership levels. This increase in demand is anticipated to be less than demand under the Proposed Project, due to the lower ridership numbers. Under this alternative, there would be no new BART police facilities, and BART Police foresee a smaller increase in staffing required than under the Proposed Project.⁴⁷

The Livermore Police Department and Pleasanton Police Department anticipate that the increase in ridership of local bus systems may require the addition of staff to maintain desired service levels, but would not require new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives.^{48, 49} Furthermore, if required to maintain service levels, the Alameda County Sheriff's Office will work with the city of Dublin to hire additional officers.⁵⁰

This slight increase in demand for service would be less than discussed above for the Proposed Project and DMU Alternative, and so would not adversely affect the Alameda County Sheriff's Office, Dublin Police Department, Pleasanton Police Department, Livermore Police Department, or BART Police response times, nor would it trigger a need for new or expanded facilities. Therefore, the Express Bus/BRT Alternative would have less-than-significant impacts related to provision of police services and no mitigation measures are required. **(LS)**

⁴⁷ Alvarez, 2016. Email communication from Ed Alvarez, Support Services Bureau, BART Police Department, with Urban Planning Partners, Inc., September 26.

⁴⁸ Sarsfield, 2016. Email communication from Matthew Sarsfield, Captain, Livermore Police Department, with Urban Planning Partners, Inc., September 9

⁴⁹ Eicher, 2016. Email communication from Craig Eicher, Captain, Pleasanton Police Department, with Urban Planning Partners, Inc., October 3.

⁵⁰ Holmes, 2016. Email communication from Garrett Holmes, Captain, Dublin Police Department, with Urban Planning Partners, Inc., September 20.

Enhanced Bus Alternative. The Enhanced Bus Alternative is similar to the Express Bus/BRT Alternative, but would not include any capital improvements or add any additional BART infrastructure.

As described in Section 3.B, Transportation, under the Enhanced Bus Alternative, BART systemwide ridership for opening year (2025) as well as average daily boardings at the Dublin/Pleasanton Station are anticipated to remain the same compared to the No Project conditions for 2025. For horizon year (2040), BART systemwide ridership is anticipated to increase by 1,000 weekday trips compared to the No Project conditions for 2040 and increase the number of average daily trips at the Dublin/Pleasanton Station by 100. In addition, other transit services in the project vicinity would experience minor changes in ridership associated with the Enhanced Bus Alternative. LAVTA bus ridership would increase by approximately 300 average daily trips compared for the No Project conditions for 2025, and 500 average daily trips per weekday compared to the No Project conditions for 2040.

The Enhanced Bus Alternative would result in a slight incremental increase in demand for police services within local bus systems from increased ridership levels. Impacts under this Alternative would be less than those described above for the Express Bus/BRT Alternative, due to lower ridership numbers and so would not adversely affect the Alameda County Sheriff's Office, Dublin Police Department, Pleasanton Police Department, Livermore Police Department, or BART Police response times, nor would it trigger a need for new or expanded facilities, as described above. Therefore, the Enhanced Bus/BRT Alternative would have less-than-significant impacts related to provision of police services, and no mitigation measures are required. (LS)

Mitigation Measures. As described above, the Proposed Project and Alternatives would not result in significant impacts related to police response, and no mitigation measures are required.

Impact CS-6: Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response.

(No Project Alternative: NI; Conventional BART Project: LS; DMU Alternative: LS; Express Bus/BRT Alternative: LS; Enhanced Bus Alternative: LS)

Operation of the BART to Livermore Extension Project would result in transit activities in new or modified locations, including the Dublin/Pleasanton Station, the proposed Isabel Station, new parking facilities, and storage and maintenance facilities in the cities of Dublin, Pleasanton, Livermore, and unincorporated Alameda County. Increased activity could lead to increased demand for fire and emergency response services. Service

providers in the study area are the Alameda County Fire Department and the Livermore-Pleasanton Fire Department. As shown in Figure 3.O-1, there are eight fire stations within a 1-mile radius of the Proposed Project and Build Alternatives footprints. Potential impacts to fire and emergency response services are discussed below.

No Project Alternative. Under the No Project Alternative, the BART to Livermore Extension Project would not be implemented and there would be no physical changes in the environment associated with the Proposed Project or any of the Build Alternatives. However, construction of the planned and programmed transportation improvements and continued land use development, including construction of residential and commercial uses under the No Project Alternative could increase demand for fire and emergency services. The effects of the other projects associated with the No Project Alternative have been or will be addressed in environmental documents prepared for those projects before they are implemented, and the No Project Alternative would not result in new impacts as a consequence of the BART Board of Directors' decision not to adopt a project. Therefore, the No Project Alternative is considered to have no impacts related to fire and emergency services. **(NI)**

Conventional BART Project. Under the Proposed Project, the extension of BART service by 5.5 miles, the proposed Isabel Station, Isabel Station parking garage, and storage and maintenance facility would result in additional transit-related activities that could result in increased demand for fire and emergency response service in the study area. The design and construction of these facilities would be consistent with the BART Facilities Standards, which require a number of fire safety measures, depending on the structure. Compliance with these standards would reduce the potential demand for fire and emergency services associated with these facilities.

Based on the proximity of Livermore-Pleasanton Fire Department Station #10 to the Isabel Station Area and the low number of calls for fire and emergency service that are anticipated from the BART facilities, the Livermore-Pleasanton Fire Department staff considers existing fire facilities and staffing levels to be adequate to serve the proposed Isabel Station and facilities, and no new or expanded facilities would be necessary.⁵¹ Furthermore, based on current experience with the existing BART facilities located in the project corridor and elsewhere in the BART system, including stations and maintenance facilities, the Alameda County Fire Department staff have advised that existing staffing levels would be adequate to serve the Proposed Project.⁵²

⁵¹ Testa, 2016. Phone interview with Joe Testa, Deputy Chief, Livermore-Pleasanton Fire Department, with Urban Planning Partners, Inc., September 6.

⁵² Call, 2016. Email communication from Jim Call, Deputy Chief, Alameda County Fire Department, with Urban Planning Partners, Inc., September 29.

While the Proposed Project would result in an incremental increase in demand for fire and emergency medical services associated with increased activities and ridership, the demand would not result in the need for additional fire or emergency facilities so that acceptable response times or other performance standards are maintained. Therefore, the Proposed Project would have less-than-significant impacts related to the provision of fire and emergency response services, and no mitigation measures are required. **(LS)**

DMU Alternative. The footprint and general design of facilities under the DMU Alternative would be similar to those under the Proposed Project, with the exception that there would be additional facilities at the Dublin/Pleasanton Station (the DMU transfer platform). In the Dublin/Pleasanton Station Area, the DMU Alternative would require the relocation of a portion of Scarlett Court in Dublin, which is adjacent to the Alameda County Fire Department's maintenance facility at 5777 Scarlett Court in Dublin. The Alameda County Fire Department uses Scarlett Court to access the maintenance facility which conducts repair and general service of fire vehicles. However, all vehicles being stored and on-site staff at the location do not respond to emergencies from the location.⁵³ In addition, the relocation of Scarlett Court would be designed using the same dimensions as the existing roadway. A preliminary assessment completed by BART has determined that adequate access from Scarlett Court to the Alameda County Fire Department maintenance facility would be maintained for vehicles of varying sizes. Thus, relocation of the Scarlett Court would not affect service for Alameda County Fire Department's emergency response.

Under the DMU Alternative, the incremental increase in demand for fire and emergency response services would be similar to demand under the Proposed Project and no additional fire or emergency facilities would be required to maintain acceptable service ratios, response times, or other performance standards are maintained. Therefore, the DMU Alternative would have less-than-significant impacts related to the provision of fire and emergency response services, and no mitigation measures are required. **(LS)**

Express Bus/BRT Alternative. Under the Express Bus/BRT Alternative, improvements would be constructed at the Dublin/Pleasanton Station Area and the Laughlin Road Area. New facilities would include the bus transfer platforms at the Dublin/Pleasanton Station, replacement parking facilities also at the station, and a new parking lot at Laughlin Road. In the Dublin/Pleasanton Station Area, the Express Bus/BRT Alternative would require the relocation of a portion of Scarlett Court in Dublin, which is adjacent to the Alameda County Fire Department's maintenance facility at 5777 Scarlett Court in Dublin. As described above, the relocation of Scarlett Court would be designed using the same dimensions as the existing roadway and a preliminary assessment completed by BART has

⁵³ Call, 2017. Email communication from Jim Call, Deputy Chief, Alameda County Fire Department, with Urban Planning Partners, Inc., June 6.

determined that adequate access from Scarlett Court to the Alameda County Fire Department maintenance facility would be maintained for vehicles of varying sizes.

The Express Bus/BRT Alternative would result in an incremental increase in demand for fire and emergency response services associated with the provision of additional transit services, although the demand would likely be less than demand under the Proposed Project. No additional fire or emergency facilities would be required to maintain acceptable service ratios, response times, or other performance standards. Therefore, the Express Bus/BRT Alternative would have less-than-significant impacts related to the provision of fire and emergency response services, and no mitigation measures are necessary. (LS)

Enhanced Bus Alternative. The Enhanced Bus Alternative would not include any major capital improvements or additional BART facilities, but would include the provision of new bus routes and minor infrastructure improvements. Thus, impacts under this alternative would be similar to or less than those described above for the Express Bus/BRT Alternative. Therefore, the Enhanced Bus Alternative would have less-than-significant impacts related to the provision of fire and emergency response services, and no further mitigation measures are required. (LS)

Mitigation Measures. As described above, the Proposed Project and Alternatives would not result in significant impacts related to fire and emergency response, and no mitigation measures are required.

(b) Operations – Cumulative Analysis

The geographic study area for cumulative impacts is as described in the Introduction subsection above, and includes the service area of the respective service providers in the project corridor.

This cumulative analysis for community services considers population and employment growth projections through the year 2040 for the study area. As described in Section 3.A, Introduction to Environmental Analysis and Appendix E, these growth forecasts are contained in the general plans for various jurisdictions, the INP, and the Final Forecast of Jobs, Population, and Housing and Plan Bay Area Projections 2013^{54, 55} and other reasonably foreseeable developments.

⁵⁴ Association of Bay Area Governments (ABAG), 2013. Plan Bay Area Projections 2013.

⁵⁵ Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), 2013. Draft Plan Bay Area, Final Forecast of Jobs, Population and Housing, July.

Impact CS-7(CU): Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police, fire, and emergency response under Cumulative Conditions.

(No Project Alternative: NI; Conventional BART Project: LS; DMU Alternative: LS; Express Bus/BRT Alternative: LS; Enhanced Bus Alternative: LS)

No Project Alternative. As described in **Impact CS-5** and **Impact CS-6** above, the No Project Alternative would have no physical impacts associated with the provision of or need for new or physically altered governmental facilities during operations. Therefore, the No Project Alternative would not contribute to cumulative impacts. **(NI)**

Conventional BART Project and Build Alternatives. Substantial population and employment growth are anticipated in the cities of Dublin, Pleasanton, and Livermore, even without implementation of the Proposed Project or Build Alternatives. As described in Section 3.D, Population and Housing, from 2010 to 2040, the population in Alameda County is anticipated to increase by approximately 27 percent.

Although the Proposed Project and Build Alternatives do not include residential uses and would not directly lead to population growth, additional growth is anticipated in association with the INP, which would be implemented under the Proposed Project or DMU Alternative. Population growth in the study area, including new residential and commercial uses, is anticipated within the cities' general plans. Furthermore, development of the INP and associated population increase in the area is consistent with the City of Livermore's general plan and would shift planned development from some areas of the city such that greater densities would be achieved in the INP area. As part of the development approval process, the cumulative projects, including the INP, have completed or will undergo their own environmental review and any potential impacts related to police, fire, and emergency response services will be addressed before they are implemented. Therefore, cumulative impacts related to the demand for police, fire, and emergency response services would be less-than-significant and would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities. **(LS)**

Mitigation Measures. As described above, the Proposed Project and Alternatives in combination with past, present, or probable future projects would not result in significant cumulative impacts related to police, fire, or emergency response, and no mitigation measures are required.

