

3.16 Public Services

3.16.1 Introduction

Public services includes fire protection facilities, police protection facilities, schools, hospitals, and libraries. This section describes the regulatory setting and affected environment for public services within the public services RSA and describes the potential impacts of the proposed Project on those facilities during construction and operation of the proposed Project. This section also identifies the cumulative impacts of the proposed Project on public services when considered in combination with other relevant projects.

3.16.2 Regulatory Setting

This section identifies the federal, state, regional, and local laws, regulations, and orders that are relevant to the analysis of public services. This section also addresses the proposed Project's consistency with the regulations described herein.

3.16.2.1 Federal

There are no federal regulations related to public services that are applicable to the proposed Project.

3.16.2.2 State

California Fire Code

The California Fire Code, located in Part 9 of Title 24 of the California Code of Regulations, incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. The California Fire Code is revised and published every three years by the California Building Standards Commission.

California Health and Safety Code

The California Health and Safety Code establishes regulations pertaining to the abatement of fire-related hazards. This Code also requires that local jurisdictions enforce the State Building Standards Code, which provides standards for fire-resistant building and roofing materials and other fire-related construction methods.

3.16.2.3 Regional

County of Alameda Eden Area General Plan

Chapter 6, Public Facilities and Services, of the County of Alameda Eden Area General Plan (County of Alameda 2010) includes the following policies that are relevant to the proposed Project:

- **Goal PF-1** Maintain a safe environment in the Eden Area through the prompt and efficient provision of police service.
 - **Policy P1.** The County shall strive to continuously improve performance and efficiency in the Sheriff's Office.
 - **Policy P2.** The Alameda County Sheriff's Office shall maintain adequate police staffing, performance levels and facilities to serve the Eden Area's existing population as well as its future growth.
 - **Policy P5.** The level of service standard shall be a maximum of a 5-minute response time for Priority One emergency calls.
- **Goal PF-3** Minimize the loss of life and property from fires, medical emergencies, and other types of emergencies.
 - **Policy P1.** The County should strive to continuously improve the performance and efficiency of fire protection services for the Eden Area.

3.16.2.4 Local

City of Oakland General Plan

The City of Oakland General Plan Safety Element (City of Oakland 2021) includes the following policies that are relevant to the proposed Project:

- **Policy PS-1.** Maintain and enhance the city's capacity to prepare for, mitigate, respond to, and recover from disasters and emergencies.
- **Policy FI-1.** Maintain and enhance the city's capacity for emergency response, fire prevention, and fire-fighting.

City of San Leandro General Plan

The San Leandro 2035 General Plan (City of San Leandro 2016) includes the following policies that are relevant to the proposed Project:

- **Policy CSF-1.1 Levels of Service.** Maintain high-quality police and fire protection services through the most efficient and effective possible means. The following minimum level of service standards for police and fire response time (exclusive of dispatch time) shall be maintained: (a) Police Services: 5 minute response time for 90 percent of all Priority One calls; (b) Fire Services: 5 minute response time for first due company for 90 percent of all emergency incidents, excluding freeway responses (3 firefighters including at least one paramedic); 10 minute response time for 90 percent for a full first alarm assignment response (17 firefighters).

City of Hayward General Plan

The following Hayward 2040 General Plan (City of Hayward 2014a) policies are relevant to the proposed Project:

- **Policy CS-2.3 Police Staffing.** The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.
- **Policy CS-2.4 Response Time for Priority 1 Calls.** The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.
- **Policy CS-2.5 Police Equipment and Facilities.** The City shall ensure that Police equipment and facilities are provided and maintained to meet modern standards of safety, dependability, and efficiency.
- **Policy CS-4.2 Fire Department Staffing.** The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.
- **Policy CS-4.3 Fire Department Response Times.** The City shall maintain the ability to respond to fire and emergency medical calls based on the following standards:
 - The first unit shall arrive on scene within five minutes of dispatch, 90 percent of the time.
 - All remaining units shall arrive on scene within eight minutes of dispatch.

Union City 2040 General Plan

The Union City 2040 General Plan (City of Union City 2019a) includes the following policies relevant to the proposed Project:

- **Policy S-4.5 Maintain Fire Access.** The City shall use appropriate means to maintain fire access roads throughout the City on public and private property.
- **Policy PF-9.1 Police Staffing.** The City shall strive to maintain Police Department staffing levels in line with population growth by using a baseline staffing benchmark based on the average staffing-to-population ratio of cities within Alameda County (sworn officers and civilian support staff).
- **Policy PF-9.2 Police Equipment and Facilities.** The Police Department shall provide and maintain equipment, technologies, and facilities to meet modern standards of safety, dependability, and efficiency.
- **Policy PF-10.4 Adequacy of Fire Access.** The City shall require adequate access and clearance for fire equipment, fire suppression personnel, and evacuation for new development.
- **Policy PF-10.8 Emergency Medical Services.** The City shall ensure the provision of high-quality emergency medical response services, including paramedics and emergency medical technicians.

City of Fremont General Plan

Chapter 9, Public Facilities Element, of the City of Fremont General Plan (City of Fremont 2011a) includes the following policy that is pertinent to the proposed Project:

- **Policy 9-12 Public Safety Facilities.** Ensure public safety facilities are added or expanded as necessary to keep pace with population growth and meet operational needs. Take into account the availability of both capital and operating funds when determining the timing of new and expanded facilities.

City of Newark General Plan

The Newark General Plan (City of Newark 2013) includes the following pertinent policies:

- **Policy CSF-4.1 Police Services.** Maintain professional, efficient, effective Police Department activities which promote a high level of public safety.
- **Policy CSF-4.2 Emergency Medical Services.** Ensure the provision of high-quality emergency medical response services, including paramedics and emergency medical technicians.
- **Policy CSF-4.4 Fire Prevention and Response Services.** Ensure the provision of fire prevention and response services which minimize fire risks and protect life and property.

3.16.2.5 Consistency with Plans, Policies, and Regulations

The proposed Project would comply with all federal, state, and local policies and regulations related to public services. The proposed Project would ensure that all public facilities regulations are followed, which includes compliance with the California Fire Code and Health and Safety Code, and all applicable goals and policies set forth by the local general plans.

3.16.3 Methods for Evaluating Environmental Impacts

This section defines the public services RSA and describes the methods used to analyze the impacts on public services within the public services RSA.

3.16.3.1 Resource Study Area

As defined in Section 3.1, Introduction, RSAs are the geographic boundaries within which the environmental investigations specific to each resource topic were conducted. The public services RSA encompasses the areas directly and indirectly affected by the construction and operation of the proposed Project, which is defined as the Project footprint and a 1,000-foot buffer area surrounding the footprint.

3.16.3.2 Data Sources

For the analysis, various references on fire protection facilities, police protection facilities, schools, hospitals, and libraries within the public services RSA were collected and reviewed. Potential impacts from construction and operation of the proposed Project on these resources were evaluated through the following methods:

- Aerial imagery from Google Earth and collection of GIS data from the Alameda County Open Data database (County of Alameda 2023) was used to identify public facilities within the Project footprint and a buffer area that is 1,000 feet from the footprint (that is, the RSA);
- GIS was used to measure the distance of public facilities from the Project footprint;
- Temporary construction and permanent operational activities were evaluated for the potential to impact the use of public facilities; and
- Requirements of all plans, policies, and regulations listed in the regulatory context noted above were analyzed for Project compliance.

3.16.3.3 CEQA Thresholds

To satisfy CEQA requirements, Public Services impacts were analyzed in accordance with Appendix G of the CEQA Guidelines. According to the CEQA Guidelines, CCR, Title 14, Section 15002(g), “a significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project.” As stated in CEQA Guidelines Section 15064(b)(1), the significance of an activity may vary with the setting. The impact analysis identifies and analyzes construction (short-term) and operation (long-term) impacts, as well as direct and indirect impacts (see PRC Section 21065). The proposed Project would have significant Public Services impacts under CEQA if it would:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?
 - i. Fire protection
 - ii. Police protection
 - iii. Schools
 - iv. Other public facilities

3.16.4 Affected Environment

3.16.4.1 Environmental Setting

Fire Protection

Fire protection services in the public services RSA and the region are provided by Alameda County Fire Department (ACFD), Oakland Fire Department (OFD), City of Hayward Fire Department (HFD), Fremont Fire Department (FFD), and East Bay Regional Parks District (EBRPDFD) Fire Department:

- **ACFD:** Provides all-risk emergency services to the unincorporated areas of Alameda County (excluding Fairview), the cities of San Leandro, Dublin, Newark, Union City and Emeryville, the Lawrence Berkeley National Laboratory and the Lawrence Livermore National Laboratory

(ACFD 2021). With 29 fire stations and 35 companies serving a population of 394,000, the ACFD serves densely populated urban areas, waterways, industrialized centers, extensive urban interface, and agricultural and wildland regions.

Over 400 personnel and 100 reserve firefighters provide a wide variety of services to an ever expanding, dynamic and diverse area of roughly 508 square miles (ACFD 2021). The ACFD has adopted an average response time goal of five minutes or less for 90 percent of the calls for the first responding unit, and 10 minutes or less for 90 percent of the remaining units responding to a first alarm assignment (City of San Leandro 2016, City of Newark 2013). A first alarm assignment is generally assigned for a structure fire and delineates a minimum response of fire personnel and fire protection vehicles (City of Alameda 2021).

- **OFD:** Primary responsibility for preventing and suppressing fires in Oakland. OFD employs approximately 500 sworn full-time equivalents and 70 civilian full-time equivalents. OFD operates 25 fire stations throughout the city (City of Oakland 2021). OFD aims to provide emergency service within seven minutes of notification 90 percent of the time (City of Oakland 2021).
- **HFD:** Provides fire, paramedic advanced life support/emergency medical, and emergency services to all areas within the Hayward city limits and to the Fairview Fire Protection District on a contract basis (City of Hayward 2014b). HFD operates nine stations, seven of which are located within the Hayward city limits. HFD protects 147,000 residents within Hayward city limits and an additional 13,000 residents within the Fairview Fire Protection District with 118 sworn personnel. HFD meets or exceeds the response goal of putting the first arriving fire company on scene in five minutes or less 90 percent of the time, with the remainder of the required response teams for first alarms on scene in less than eight minutes 90 percent of the time (City of Hayward 2014b).
- **FFD:** Responsible for providing fire prevention and emergency medical response services within the City of Fremont. FFD maintains 13 companies and has 11 permanently built fire stations within Fremont (City of Fremont 2011b). FFD has adopted a five minute thirty second response time goal for 90 percent of all emergency calls. FFD's full assignment goal is currently nine minutes 30 seconds for 90 percent of calls (City of Fremont 2011b). Full assignment refers to those personnel, equipment, and resources dispatched upon notification of a fire.
- **EBRPD Fire Department:** The EBRPD Fire Department manages emergency services including fire suppression, search and rescue, and pre-hospital emergency medical care. The EBRPD Fire Department also provides fire prevention and uses fuels reduction strategies to maintain safe and healthy parklands. The EBRPD Fire Department is composed of 46 firefighters (EBRPD 2021).

There are seven fire stations within the public services RSA. Figure 3.16-1 through Figure 3.16-4 provide an overview of the location of these fire protection facilities. Table 3.16-1 provides a list of these fire protection facilities, their location, and their distance from the Project footprint.

Figure 3.16-1: Public Services RSA, Extent 1

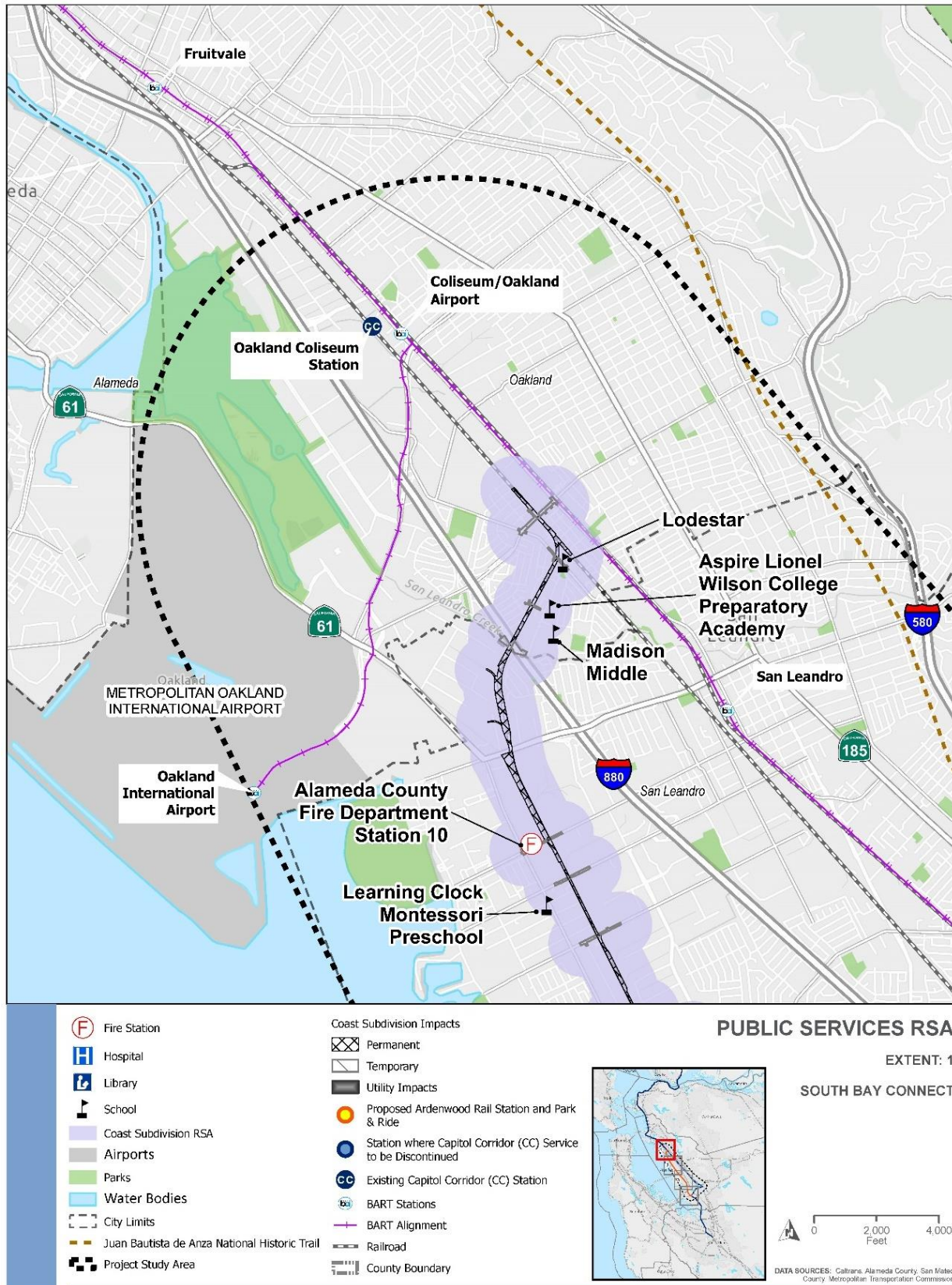


Figure 3.16-2: Public Services RSA, Extent 2



Figure 3.16-3: Public Services RSA, Extent 3



Figure 3.16-4: Public Services RSA, Extent 4



Table 3.16-1: Fire Protection Services within Public Services RSA

Fire Stations in Public Services RSA	Address	Nearest Subdivision	Distance from Project Footprint (feet)
ACFD Station 11	2194 Williams Street, San Leandro	Coast	427
ACFD Station 10	14903 Catalina Street, San Leandro	Coast	89
ACFD Station 32	31600 Alvarado Boulevard, Union City	Coast	956
ACFD Station 28	7550 Thornton Avenue, Newark	Coast	93

Source County of Alameda 2023.

Police Protection

Police protection service and law enforcement within the public services RSA is provided by various agencies, including:

- Alameda County Sheriff’s Office (ACSO),
- Oakland Police Department (OPD),
- San Leandro Police Department (SLPD),
- Hayward Police Department (HPD),
- Union City Police Department (UCPD),
- Fremont Police Department (FPD), and
- Newark Police Department (NPD).

Table 3.16-2 provides a summary of police protection and law enforcement services that serve the public services RSA; however, no police protection facilities are found within the public services RSA itself.

Table 3.16-2: Police Protection Services serving the Public Services RSA

Police Stations in Public Services RSA	Headquarters Address	Service Area	Staff Information
Alameda County Sheriff's Office	1401 Lakeside Drive, Oakland	Entire unincorporated area of Alameda County including the Eden Area, Castro Valley, and East County	Staff of 1,500, including about 1,000 sworn officers
Oakland Police Department	455 7 th Street, Oakland	City of Oakland	As of February 2019, the OPD employed 747 sworn officers and 316 full-time professional civilian staff.
San Leandro Police Department	901 East 14 th Street, San Leandro	San Leandro	In 2015, SLPD included 137 employees, including one chief, two captains, 13 sergeants, and 71 officers. SLPD has approximately 0.8 sworn officers per 1,000 residents, which is lower than the desired ratio of 1.04 per 1,000.
Hayward Police Department	300 West Winton Avenue, Hayward	City of Hayward	Over 190 sworn officers in a total staff of 300 personnel and maintains a ratio of 1.32 sworn officers per 1,000 residents.
Union City Police Department	34009 Alvarado-Niles Road, Union City	City of Union City	Over 130 employees, including 81 sworn officers, more than 25 full-time civilian support staff, and cadres of volunteers. Has ratio of 1.11 sworn officers per 1,000 residents.
Fremont Police Department	2000 Stevenson Boulevard, Fremont	City of Fremont	As of 2019, the department consists of over 300 staff, of which more than 200 are sworn personnel, and more than 100 are professional staff.

Police Stations in Public Services RSA	Headquarters Address	Service Area	Staff Information
Newark Police Department	37077 Newark Boulevard, Newark	City of Newark	Includes 59 sworn staff, including one chief, two captains, three lieutenants, eight sergeants, 45 police officers, and 26 non-sworn (civilian) positions.

Source: City of Union City 2019b; Urban Planning Partners 2019, city of San Leandro 2016; City of Hayward 2014b, City of Union City 2019b; City of Fremont 2011b; City of Fremont 2021; City of Newark 2021

Schools

The public services RSA is within various school districts, including:

- Oakland Unified School District (OUSD):** OUSD is a public education school district that operates 51 elementary schools, 11 middle schools, 15 high schools, adult education programs, and special education programs in Oakland (OUSD 2021a). In addition, OUSD operates 28 OUSD-authorized charter schools within Oakland (OUSD 2021b).
- San Leandro Unified School District (SLUSD):** Serves the City of San Leandro. SLUSD operates eight elementary schools, two middle schools, and three high schools, as well as four other facilities that include administrative offices, a community education center, and an athletic field complex (City of San Leandro 2016). SLUSD also provides educational services to San Leandro residents through an independent study program for grades 9-12 and a variety of adult education programs (City of San Leandro 2016).
- San Lorenzo Unified School District (SLZUSD):** Serves portions of the City of San Leandro, in addition to SLUSD. In the City of San Leandro, the SLZUSD serves K-5 students at Corvallis and Dayton Elementary Schools and students in grades 6-8 at Washington Manor Middle School (City of San Leandro 2016). The community of San Lorenzo is located within the Eden Area of unincorporated Alameda County. San Lorenzo is served by the SLZUSD. The SLZUSD operates four elementary schools, two middle schools, two high schools, an adult school, and two charter schools in San Lorenzo (SLZUSD 2021).
- Hayward Unified School District (HSUD):** The City of Hayward is primarily served by HSUD, which includes more than 20,000 students from preschool through high school (HSUD 2021). HSUD is composed of 21 elementary schools, five middle schools, three high schools, an alternative high school, an adult education center, and a childcare center for preschoolers (HSUD 2021).
- New Haven Unified School District (NHUSD):** NHUSD provides public education to Union City residents. In 2018, NHUSD had an enrollment of more than 12,000 students attending 12

schools: seven elementary schools (grades K-5); two middle schools (grades 6-8); two high schools (grades 9-12); and one independent study/adult school (City of Union City 2019a).

- Fremont Unified School District (FUSD):** Public schools in Fremont are operated by FUSD, which serves 34,000 students from grades kindergarten through 12 (FUSD 2021a). FUSD is comprised of 28 elementary schools, five junior high schools, six high schools, one alternative school, one adult school, and an independent learning center (FUSD 2021b).
- Newark Unified School District (NUSD):** NUSD provides educational services to Newark students. NUSD operates eight elementary schools (kindergarten through grade five), one junior high school, one high school, one continuation high school, and one independent study school (NUSD 2020). NUSD also offers independent study, preschool, childcare, summer intervention programs, and other programs for student and community support (NUSD 2021).

In addition to public schools, the public services RSA also includes private schools, preschools, and private colleges. Figure 3.16-1 through Figure 3.16-4 provides an overview of the location of schools within the public services RSA. Table 3.16-3 identifies all schools within the public services RSA.

Table 3.16-3: Schools within the Public Services RSA

Schools in Public Services RSA	Grade	Address	Nearest Subdivision	Distance from Project Footprint
Lodestar	K-12	701 105 th Avenue, Oakland	Coast	29
Madison Park Academy	6-12	400 Capistrano DR, Oakland	Coast	905
Aspire Lionel Wilson College Preparatory Academy	6-12	400 105 th Ave, Oakland	Coast	343
Learning Clock Montessori Preschool	Preschool	13305 Doolittle Dr, San Leandro	Coast	681
KIPP Summit Academy	5-8	2005A Via Barrett, San Lorenzo	Coast	341
KIPP King Collegiate High School	9-12	2005B Via Barrett, San Lorenzo	Coast	237

Schools in Public Services RSA	Grade	Address	Nearest Subdivision	Distance from Project Footprint
Kidango – Bay Center	Preschool	2001 Bockman Rd, San Lorenzo	Coast	782
Bay Elementary School	K-5	2001 Bockman Rd, San Lorenzo	Coast	930
Life Chiropractic College West	Degree School	25001 Industrial Blvd, Hayward	Coast	150
California Crosspoint Academy	Preschool – 12	25500 Industrial Blvd, Hayward	Coast	800
Alvarado Elementary School	K-5	31100 Fredi St, Union City	Coast	392
Itliong-Vera Cruz Middle School	6-8	31604 Alvarado Blvd, Union City	Coast	915
Adventure Montessori Academy	Preschool	4101 Pleiades Pl, Union City	Coast	39
Safari Kid – Union City	Preschool	2462 Alvarado Blvd, Union City	Coast	159
Alvarado KinderCare	Preschool	32710 Falcon Dr, Fremont	Coast	107
Little Flowers Montessori	Preschool	34735 Ardenwood Blvd, Fremont	Coast	91
Safari Kid – Newark	Preschool	34899 Newark Blvd, Newark	Coast	604
Challenger School – Ardenwood	Preschool – 8	35487 Dumbarton Ct, Newark	Coast	521

Schools in Public Services RSA	Grade	Address	Nearest Subdivision	Distance from Project Footprint
H.A. Snow Elementary School	K – 6	6580 Mirabeau Dr, Newark	Coast	990
Lincoln Elementary School	K – 5	36111 Bettencourt St, Newark	Coast	385
New Horizons School	K – 8	37053 Cherry St, Newark	Coast	899

Source: County of Alameda 2023, Note: K=Kindergarten

Other Public Facilities

The public services RSA has access to numerous libraries across the region. The public has access to libraries associated with the Alameda County Library system, City of Oakland, City of Leandro, City of Hayward, City of Union City, City of Fremont, and City of Newark. Though many libraries are found in the region, none are found within the public services RSA.

Though only one private health care facility is located within the public services RSA, many more public and private healthcare facilities are found in proximity to the public services RSA. As indicated in Figure 3.16-3, Kaiser Permanente, a private health care facility, is located at 3555 Whipple Road in Union City and is within the public services RSA. This facility is located approximately 522 feet from the Project footprint.

3.16.5 Best Management Practices

As noted in Chapter 2, Project Alternatives, CCJPA would incorporate a range of BMPs to avoid and minimize adverse effects on the environment that could result from implementation of the proposed Project. BMPs are included in the proposed Project description, and the impact analyses were conducted assuming application of these practices.

The following best management practices related to public services would be implemented as part of the proposed Project.

BMP TR-1 Transportation Management Plan. During final design, a transportation management plan (TMP) will be developed by CCJPA in coordination with affected jurisdictions, fire and police departments, and adjacent construction projects to reduce construction-related impacts. The TMP will include, at a minimum, the following measures:

- Identifying full closures, short-term closures, and detour routes for all modes of travel, including the pedestrian, bicycle, vehicular, public transit, freight, and emergency vehicle modes

- Coordinating and communication with fire and police departments during development of TMP to ensure adequate access is maintained during construction
- Identifying locations of short-term and long-term capacity reductions on the transportation system and coordinating with local agencies to minimize congestion effects
- Installing temporary traffic control measures to promote safety in construction zones
- Installing signage to alert drivers to upcoming closures and lane reductions
- Coordinating with public transit agencies to notify riders about stop closures or diversions
- Identifying construction vehicle routings that minimize effects on the transportation system
- Identifying construction worker shift schedules that minimize effects on the transportation system

BMP HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP). Prior to construction, CCJPA will ensure that parcel-specific Soil Management Plans be prepared for known contaminated sites and Leaking Underground Storage Tanks (LUST) adjudicated sites for submittal and approval by Department of Toxic Substances Control (DTSC). The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUST-adjudicated sites. The nature and extent of contamination varies widely across the Project footprint, and the parcel specific Soil Management Plan shall provide parcel-specific requirements addressing the following:

- Soil testing and soil characterization.
- Soil disposal protocols.
- Protocols governing the discovery of unknown contaminants.
- Soil management on properties within the Project footprint with LUSTs or known contaminants.

Prior to construction on individual properties with LUSTs or known contaminants, a parcel-specific HASP shall also be prepared for approval by DTSC. The HASP shall be prepared to meet OSHA requirements, Title 29 of the C.F.R. 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASP shall be signed and sealed by a Certified Industrial Hygienist, who is licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:

- Training requirements for site workers who may be handling contaminated material, including the transport and disposal of contaminated material.
- Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property.
- Mitigation and monitoring measures that are protective of site worker and public health and safety.

Prior to construction, CCJPA will coordinate proposed soil management measures and reporting activities with regulatory agencies with jurisdiction in order to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the Project and each of the contaminated sites.

3.16.6 Environmental Impacts

This section describes the potential environmental impacts to public services as a result of implementation of the proposed Project.

3.16.6.1 (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Fire Protection

No Project Alternative

No Impact. Under the No Project Alternative, the Capitol Corridor passenger rail service between Oakland and San Jose would not be relocated from the Niles Subdivision to the Coast Subdivision. Improvements proposed for the Coast and Niles Subdivisions associated with the proposed Project would not occur. Capitol Corridor passenger trains would continue to operate based on current routes with no changes. There would be no changes to rail connectivity or operational efficiency. Therefore, the No Project Alternative would not result in direct impacts or changes to existing fire protection services within the RSA.

Proposed Project

Less than Significant. As shown in Table 3.16-1, the nearest fire station to the Project footprint are ACFD Station 28, located at 7550 Thornton Avenue in Newark and ACFD Station 10, located at 14903 Catalina Street in San Leandro, at 93 feet and 89 feet, respectively (Figure 3.16-4 and Figure 3.16-1, respectively). Although ACFD Station 28 and ACFD Station 10 and other fire stations in the vicinity of the proposed Project would not be directly impacted during construction, indirect impacts may occur related to emergency vehicle access that may be impeded during construction

due to nearby temporary lane or road closures and movement of construction equipment on local roads. However, these impacts would be temporary and would not result in lasting effects. As described in Section 3.16.5 above, the proposed Project includes implementation of **BMP TR-1: Transportation Management Plan**. In accordance with BMP TR-1, a TMP would be developed during final design in coordination with local jurisdictions and fire and police departments to ensure that adequate emergency access is maintained during construction. With the implementation of BMP TR-1, temporary and indirect impacts related to emergency access during construction would be reduced.

With respect to Project operations, according to the *Capitol Corridor South Bay Connect Transportation Assessment* (Fehr and Peers 2023), the proposed Project would not significantly alter emergency vehicle access times in the Project Study Area (less than 30 seconds of change throughout the day)¹, for each emergency vehicle response time. Project plans for the proposed Ardenwood station in the City of Fremont would be reviewed by the FFD, and the final design of the station would be required to incorporate FFD recommendations. As described in Section 3.21, Wildfire, the Ardenwood Station design would comply with National Fire Protection Association codes and standards. In addition, fire prevention measures would be incorporated into building plans in accordance with the California Fire Code and City of Fremont's Fire Code. The proposed Project would not result in any permanent modifications to fire stations in the RSA. The proposed Project would not result in substantial population growth as described in Section 3.15 *Population and Housing*, and therefore, would not contribute to the need for new fire protection facilities. Therefore, permanent impacts on fire protection services would be considered less than significant, and no mitigation is required under all proposed Project.

Police Protection

No Project Alternative

No Impact. Under the No Project Alternative, the Capitol Corridor passenger rail service between Oakland and San Jose would not be relocated from the Niles Subdivision to the Coast Subdivision. Improvements associated with the proposed Project would not occur. Capitol Corridor passenger trains would continue to operate based on current routes with no changes. There would be no changes to rail connectivity or operational efficiency. Therefore, the No Project Alternative would not result in direct impacts or changes to existing police protection services within the RSA.

Proposed Project

Less than Significant. There are no police stations in the public services RSA; therefore, no police stations would be directly impacted during construction of the proposed Project. The proposed rail improvements would occur primarily within existing UPRR right-of-way. Capitol Corridor passenger trains and goods movement via freight rail do not require specific police protection during operation activities. The existing police departments within the public services RSA that serve the Project Study Area would continue to serve these communities. No residential or other development

¹ While no established state or federal standards for response times have been established for the purposes of identifying CEQA thresholds of significance, the *California High Speed Rail Authority San Jose to Merced Project Section Draft EIR/EIS* indicated that a conservative CEQA threshold of significance for change in emergency vehicle access times would be 30 seconds (i.e., 10 percent of 300 seconds or 5 minutes) (Fehr and Peers 2021).

is proposed as part of the proposed Project that would result in a new or increased demand for police services. The proposed Project would not affect the police department's ability to maintain acceptable service ratios, response times or other performance objectives.

Project plans for the proposed Ardenwood Station would be reviewed by the FPD, and the final design of the station would be required to incorporate their recommendations. The proposed station would conform to the California Building Code, which establishes the minimum construction, engineering, and safety requirements for new buildings.

Construction of the proposed Project would take approximately 3 years to complete. Construction activities would be coordinated with the cities of Oakland, San Leandro, Hayward, Union City, Fremont, and Newark to ensure the safety of construction workers, employees, and the public during construction. Construction activities would align with local and state-recognized safety practice requirements. Fencing and lighting of construction zones would be implemented to avoid accidents. The contractor would be responsible for job site safety and security during construction. The proposed Project includes implementation of **BMP HAZ-4: Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans** which would reduce impacts related to handling of potential hazardous or contaminated materials. It is not anticipated that new or expanded police facilities would be required during construction. Therefore, the need for emergency services during construction activities would be minimal.

During construction, lane or road closure and the movement of construction equipment on local roads could indirectly impact police protection services. However, under the proposed Project, these impacts would be temporary and would not result in lasting impacts. Any temporary and indirect impacts related to emergency vehicle access during construction would be reduced with implementation of **BMP TR-1: Transportation Management Plan**. In addition, the nearest police protection services would be notified to coordinate emergency response routing during construction.

As described above with respect to service times for fire protection vehicles, during operation of the proposed Project, the proposed Project would not significantly alter emergency vehicle access times in the Project Study Area (less than 30 seconds of change throughout the day). Police vehicle response times would not be significantly affected by the proposed Project. Therefore, permanent impacts on police protection services would be considered less than significant, and no mitigation is required under the proposed Project.

Schools

No Project Alternative

No Impact. Under the No Project Alternative, the Capitol Corridor passenger rail service between Oakland and San Jose would not be relocated from the Niles Subdivision to the Coast Subdivision. Improvements proposed for the Niles and Coast Subdivisions associated with the proposed Project would not occur. Capitol Corridor passenger trains would continue to operate based on current routes with no changes. There would be no changes to rail connectivity or operational efficiency. Therefore, the No Project Alternative would not result in direct impacts or changes to existing schools within the RSA.

Proposed Project

Less than Significant. Construction of the proposed Project would not result in any direct impacts on any schools, nor an increased demand for school facilities. Schools are currently operating within the public services RSA and would continue to operate under the proposed Project. However, indirect impacts could occur if emergency vehicle access is impeded during construction due to nearby temporary and road closures. Any temporary and indirect impacts related to emergency vehicle access during construction would be reduced with implementation of **BMP TR-1: Transportation Management Plan**. BMP TR-1 would be implemented during construction to ensure that emergency vehicle response times to schools are not delayed. Schools located within and in the vicinity of the public services RSA would be notified, as appropriate. With the implementation of the BMP TR-1, short-term impacts on schools would be considered less than significant, and no mitigation is required.

The proposed Project would improve transit services by creating a more direct passenger rail route and reducing the passenger rail travel time. The proposed Project would not result in substantial population growth as described in Section 3.15 Population and Housing, and therefore, would not contribute to the need for new schools. As described above, during operations, the proposed Project would alter emergency vehicle access times in the Project Study Area by less than 30 seconds. Further, the proposed Project would not result in any permanent modifications to schools in the public services RSA. Therefore, permanent impacts on schools would be considered less than significant, and no mitigation is required.

Other Public Facilities

No Project Alternative

No Impact. Under the No Project Alternative, the Capitol Corridor passenger rail service between Oakland and San Jose would not be relocated from the Niles Subdivision to the Coast Subdivision. Improvements proposed for the Niles and Coast Subdivisions associated with the proposed Project would not occur. Capitol Corridor passenger trains would continue to operate based on current routes with no changes. There would be no changes to rail connectivity or operational efficiency. Therefore, the No Project Alternative would not result in direct impacts or changes to other existing public services within the RSA.

Proposed Project

Less than Significant. As presented earlier, only one private healthcare facility is within the public services RSA. Although this facility would not be directly impacted during construction, indirect impacts could occur if emergency vehicle access is impeded during construction due to nearby temporary and road closures. With the implementation of **BMP TR-1: Transportation Management Plan**, temporary and indirect impacts related to emergency vehicle access during construction would be reduced. BMP TR-1 would be implemented during construction to ensure that emergency vehicle response times to libraries and hospitals are not delayed. With the implementation of BMP TR-1, temporary impacts on public facilities would be considered less than significant, and no mitigation is required.

The proposed Project would improve transit services by creating a more direct passenger rail route and reducing the passenger rail travel time. The proposed Project would not result in substantial population growth as described in Section 3.15, Population and Housing, and therefore, would not contribute to the need for new public facilities under the proposed Project.

As described earlier, operation of the proposed Project would alter emergency vehicle access times in the Project Study Area by less than 30 seconds of change throughout the day. Further, the proposed Project would not result in any permanent modifications to public facilities, including hospitals in the RSA. Therefore, permanent impacts on public facilities would be considered less than significant, and no mitigation is required.

3.16.7 Mitigation Measures

No mitigation measures for public services are required for the proposed Project.

3.16.8 Cumulative Impact Analysis

Cumulative impacts can result from individually minor but collectively substantial impacts from past, present, and reasonably foreseeable future projects. A cumulatively considerable impact to public services would occur if the proposed Project when combined with past, present, and reasonably foreseeable projects, results in cumulatively considerable impact to the public services in the project area. The cumulative impact study area for public services is defined by the proposed Project's RSA. For the purposes of this analysis, the cumulative RSA for public services is defined by the Project footprint and a 1,000-foot buffer area surrounding the footprint.

A significant cumulative impact on public services would occur if the projects identified in the cumulative RSA, combined with the proposed Project, would result in the need for new public facilities or physical alterations to existing public facilities.

None of the planned recreation, infrastructure, and transportation projects in the cumulative RSA would result in the physical acquisition, displacement, or relocation of public facilities or otherwise have direct or indirect significant impacts on public facilities, including fire protection facilities, police protection facilities, schools, libraries, and hospitals. Planned projects, including the proposed Project, may result in temporary impacts related to emergency vehicle access if they are delayed as a result of construction. The proposed Project includes implementation of BMP TR-1: Transportation Management Plan, which would reduce impacts related to emergency vehicle access during Project construction.

Other planned projects identified in Table 3.1 Cumulative Activities would also likely require similar transportation management plans to manage traffic. In addition, planned projects, including the proposed Project, must comply with state and local regulatory plans and policies related to public services. Therefore, with the incorporation of BMP TR-1 there would not be a considerable contribution to a cumulative impact on emergency vehicle delay.

Based on the discussion above, the proposed Project would not make a considerable contribution to a cumulative impact on public services, and therefore the Project would not have a significant cumulative impact.

3.16.9 CEQA Significance Findings Summary Table

Table 3.16-4 summarizes the public services impacts of the proposed Project.

Table 3.16-4: Public Services Resources Impact Summary

Impact	Level of Significance Before Mitigation	Incremental Project Contribution to Cumulative Impacts	Mitigation	Level of Significance with Mitigation Incorporated	Incremental Project Cumulative Impact after Mitigation
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Fire Protection	LTS	NCC	N/A	LTS	NCC
Police Protection	LTS	NCC	N/A	LTS	NCC
Schools	LTS	NCC	N/A	LTS	NCC
Other Public Facilities	LTS	NCC	N/A	LTS	NCC

Notes: LTS = Less than Significant Impact, NI = No Impact, N/A = Not Applicable, SI = Significant Impact, S/M = Significant Impact but Mitigable to a Less than Significant Level, CC = Cumulatively Considerable, NCC = Not Cumulatively Considerable.

3.16.10 References

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