

N. PUBLIC SERVICES AND FACILITIES

This section describes the public services and facilities within and in the vicinity of the project site. Potential impacts that could result from the implementation of the proposed project are evaluated and mitigation measures are recommended, where appropriate.

Beyond those services and facilities evaluated herein, others (e.g., schools, libraries) were considered in the environmental checklist/initial study (included in Appendix B) and determined not to face significant adverse impacts as a result of the proposed project.

1. Setting

The public services and facilities setting section includes the following topics: police protection services; fire and emergency medical services; and parks and recreation facilities. The information presented below was gathered from a variety of sources, including City of San Jose departments that administer or provide the public service.

a. Police Protection Services. The City of San Jose Police Department (SJPD) provides police protection services throughout the City. Currently, there are approximately 1,400 sworn officers in the SJPD force.¹

The SJPD provides services within its jurisdiction to an area that consists of 83 beats, allocated to 16 districts. Beats are identified with a number and the districts are identified with a letter (e.g., N2). The project site is located within District F, Beat 4 and District E, Beat 1. The most frequent calls for service to these Districts include those referred to by the following terms: disturbance, welfare check, suspicious person, alarms and traffic accident.²

Police staffing at the HP Pavilion is coordinated through the Traffic Enforcement Unit and the Secondary Employment Unit, which utilizes off-duty officers to provide police security services at the HP Pavilion during events on a contract basis.³ Staffing levels are dependent on event security requirements.

As is noted in the San Jose 2020 General Plan, the City has established a response time goal for police protection services of 6 minutes or less for 60 percent of Priority 1 calls (defined as involving immediate danger to life or property), and 11 minutes or less for 60 percent of Priority 2 calls (non-emergency situations).⁴ The Department's current response time for Priority 1 calls is 6 minutes for 75 percent of calls. The current response time for Priority 2 calls is 11 minutes for 60 percent of all calls.⁵

¹ Sergeant Bob Nalett, 2005. San Jose Police Department, Research & Development Unit. Personal communications with Dennis Korabiak, San Jose Redevelopment Agency. December.

² San Jose Police Department. Crime statistics for 2005. Website: <http://public.coronasolutions.com/>

³ Sergeant Bob Nalett, 2005, op. cit.

⁴ According to the San Jose 2020 General Plan, this benchmark measure of Citywide service is to be used to evaluate the cumulative impacts of land use changes and development. However, the General Plan specifically states that "these benchmarks are not intended as thresholds for assessing environmental impacts under the California Environmental Quality Act."

⁵ Sergeant Bob Nalett, 2005, op. cit.

b. Fire and Emergency Medical Services. Fire protection, rescue and emergency medical services (EMS) within San Jose are provided by the City of San Jose Fire Department (SJFD). The SJFD serves a total of 206 square miles, and responds to all fires, hazardous materials spills, and medical emergencies (including injury accidents).

The SJFD includes 31 fire stations located throughout the City, which house 31 engine companies, eight truck companies, three Urban Search and Rescue (USAR) companies, one Hazardous Materials Incident Team (HIT), five Battalion Chiefs, one Paramedic Supervisor, and one Arson Investigator. The Department maintains a minimum staffing of four positions (e.g., one captain, one engineer, one firefighter paramedic and one firefighter) for engine companies and five positions (e.g., one captain, two engineers, one firefighter paramedic, and one firefighter) for ladder/truck/USAR companies. All of the 31 engine companies and 11 truck/USAR companies have a paramedic firefighter assigned on duty to provide advanced life support (ALS) capabilities.

Table V.N-1: Fire Station Location and Response Capability

Fire Station Number	Address	Distance from Project (Miles)	Response Capability
30	454 Auzerais Avenue	0.8	Engine
1	225 N. Market Street	1.2	Engine, Ladder Truck, Light Unit and Battalion Chief 1
3	89 Martha Street	2.1	Engine, Ladder Truck, Light Unit
4	710 Leigh Avenue	2.3	Engine, Ladder Truck, Light Unit
7	800 Emory Street	1.6	Engine

Source: City of San Jose, 2005.

The Department consists of 716 sworn positions with 695 positions currently assigned to companies. The Department consists of career firefighters only. Citywide daily staffing level for emergency response is 194 personnel on-duty.⁶ Fire Station #30 is the closest fire station to the project site with secondary resources responding from four fire stations located in the vicinity of the project site, as shown in Table V.N-1.

The City of San Jose also participates in automatic aid programs with the Cities of Milpitas and Santa Clara and the Santa Clara County Fire Department. These automatic aid programs assign the closest responding first-due units, when available, in several designated areas in San Jose and the other participating jurisdictions.

The City of San Jose also participates in a Countywide Mutual Aid Program with many other fire agencies in Santa Clara County and the California Department of Forestry (CDF). Through this program, should any of the participating jurisdictions need additional assistance in a major emergency, and a significant portion of their own resources are committed to emergency operations, strike teams, composed of designated units from one or more of the program cities, would provide assistance to mitigate the emergency.

Emergency medical services within the City of San Jose are jointly provided by the SJFD and American Medical Response (AMR). The SJFD provides advanced life support (ALS) first responder services from 42 apparatus deployed from 31 stations. AMR provides ALS patient transport. The SFJD

⁶ Von Raesfeld, Darryl, 2005. Assistant Chief, San Jose Fire Department. Personal communication with LSA Associates, Inc. December 15.

also maintains five transport-capable Supplemental Transport Ambulance Resources (STAR) units in the event AMR is delayed and immediate patient transport is required.

As noted in the San Jose 2020 General Plan, the City has established an average response time standard of 4 minutes for Fire Department first-due emergency response.⁷ The level of service set by the SJFD is based on average conditions (i.e., dry weather, time of day, traffic patterns, etc.) and is measured upon the arrival of the emergency response vehicle to the “curb.”

The SJFD uses fractile measures⁸ for performance standards in determining resource planning and deployment decisions. The adopted performance objective is 8 minutes or less for 80 percent of emergency responses. For 2004-05 the SJFD’s citywide performance is estimated to be 8 minutes for 76 percent of emergency responses. Response times to the project site from Station 30 are predicted to be within 8 minutes for 95 percent of responses.⁹

The southern portion of the project site contains the 5-acre City of San Jose Fire Department Training and General Service Facility. The training site includes approximately 11,680 square feet of offices, classrooms, and locker rooms, 11,730 square feet of vehicle repair and storage space, 5,690 square feet of general storage space, and a seven-story, 4,860-square-foot training tower. The site also includes a specialized piece of concrete called a “Drafting Pit,” which acts as a cistern. The Fire Department uses this to draw water through fire truck pumps when testing equipment. There is also a building on the site which houses a water pump to keep the Park Avenue railroad underpass free of standing water during heavy rain events.

Nearby high-tension power lines and hazardous materials transit on adjacent railroad tracks are potential fire hazards in the vicinity of the project site. The collapse of overpass structures bridging major east to west surface streets would prevent the apparatus from Stations 1 and 3 from responding to emergencies on the project site.

c. Parks and Recreation Facilities. The City of San Jose provides park lands, open space and community facilities for public recreation and community services. Parks and recreation facilities vary in size, use, type of service, and provide for city, regional and neighborhood uses. The City Department of Streets and Parks is responsible for the construction, operation and maintenance of all City park and recreation facilities. There are no existing parks on the project site.

As noted in the San Jose 2020 General Plan, the City of San Jose has established level of service measures for park land and community centers. These levels of service are as follows:

- 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum of 1.5 acres must be City owned neighborhood or community park lands and up to 2 acres can be provided by school playgrounds, and all should be located within reasonable walking distance;

⁷ See footnote 3, above.

⁸ Fractile measures are percentile based figures which use a specific response goal and a percentage that represents the amount of times which the goal is met. Fractile measures provide a more accurate measure of emergency response time which reflects a reliability factor as opposed to relying on an simple average (arithmetic mean) response time, which does not effectively measure reliability.

⁹ Darryl Von Raesfeld, 2005. Assistant Chief, San Jose Fire Department, op. cit.

- 7.5 acres of regional/Citywide park lands per 1,000 population; and
- 500 square feet of community center space per 1,000 population.

The following parks are within the vicinity of the project site:

- John P. McEnery Park. (Located ¼-mile east of project site on San Fernando Street, the park contains play structures, picnic tables and lawn areas.)
- Arena Green-Confluence East Park. (Located ¼-mile north of the project site at the corner of W. Santa Clara Street and S. Autumn Street, the park contains a tot lot and playground, a carousel, donor walkway and park ranger and visitor center.)
- Station Green. (Located north of the project site across W. San Fernando Street, Station Green is a grass lawn which serves as a forecourt to Diridon Station.)
- A new public park is being developed in association with the Cahill housing development. (Located ¼-mile west of the project site.)
- A new public park is planned in association with the KB Homes Del Monte housing development on the south side of Auzerais Avenue immediately west of Los Gatos Creek.

The *Midtown Specific Plan* (1992), *San Jose Greenprint, A 20-Year Strategic Plan for Parks and Community Facilities and Programs* (2000), and the *Diridon/Arena Strategic Development Plan* (2002) identify the City owned Fire Training Facility as a possible location for a future park. With a total area of roughly 5 acres, the site is identified in the plan as a possible location for a neighborhood and community serving recreational park that could potentially provide a large athletic field for baseball and softball. This future park site is designated to meet the overall level of service objective of 3.5 acres per 1,000 population in the plan areas which are currently underserved by existing parkland areas.

The *Los Gatos Creek Master Plan* (1985) identifies the Los Gatos Creek corridor as a part a planned open space trail system connecting the San Francisco Bay to the Santa Cruz Mountains. While portions of the trail have been constructed, the trail segment within the project site has not yet been completed. Portions of the project site adjacent to Los Gatos Creek are designated as the future location of the Los Gatos Creek Trail alignment, which currently indicates that the trail would run along the western bank of the creek. As discussed in greater detail in Section V.A, Land Use, Reach 5 of the Los Gatos Creek Trail is an approximately ⅔-mile-long multi-use trail located between Auzerais Avenue and W. Santa Clara Street. The trail will consist of a Class 1, 12-foot-wide paved path, with portions of the trail extending along existing sidewalks. At the time of preparation of this EIR, the Reach 5 project was in the early planning stages.

d. San Jose 2020 General Plan Policies. The following policies from the *San Jose 2020 General Plan* are related to public services and facilities utilities and are relevant to the proposed project.

Services and Facilities, Level of Service

- *Other Services Policy 16:* Utilize the following Citywide level of service measures as benchmarks to be used to evaluate major General Plan land use and policy changes, such as expansions of the Urban Service Area or land use changes from non-residential to residential:
 - For police protection, achieve a response time of six minutes or less for 60 percent of all Priority 1 calls, achieve a response time of eleven minutes or less for 60 percent of all Priority 2 calls.

- For fire protection, a 4-minute average response time to all calls.
- For parks and recreation: 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum is 1.5 acres of neighborhood, community or locally serving regional/City-wide park lands and up to 2 acres of school playgrounds, and all of which is located within a reasonable walking distance of the project; 7.5 acres of regional/City-wide park lands per 1,000 population; and 500 square feet of community center floor area per 1,000 population.
- For libraries, 10,000 square feet of library space per 36,000 population, 18.3 weekly service hours per 10,000 population, and an annual acquisition rate of 1 volume per 6 people for the first 500,000 population and 1 volume per 8 people over 500,000 population.
- The City recognizes that these performance measures are limited reflections of all City services and may change over time to reflect increasing diversity, new methods of service delivery or to reflect changing needs and priorities that are determined in the budgetary process. The details of these performance measures may also be addressed in the new or existing service planning documents of the relevant City departments that provide these services.
- *Other Services Policy 17:* In reviewing major land use or policy decisions, the City should consider the availability of police and fire protection, parks and recreation, and library services to the affected area as well as the potential impacts of the project on existing service levels.
- *Other Services Policy 18:* Fire service facilities should be located so that essential services can be most efficiently provided.

2. Impacts and Mitigation Measures

The following section evaluates impacts related to public services and facilities that could result from the implementation of the proposed project. The section begins with the criteria of significance, which establish the thresholds to determine whether an impact is significant and concludes with impacts of the project and mitigation measures, if appropriate.

a. Criteria of Significance. Implementation of the proposed project would have significant impacts on public services and facilities if it would have the following effects:

- Result in an increased demand for police and fire services exceeding existing or planned staffing levels, facilities, or equipment.
- Result in the removal of a neighborhood park or open space area.

b. Less-than-Significant Public Services Impacts. Implementation of the proposed project would result in the following less-than-significant impacts to public services and facilities.

(1) Police Protection Services. Analysis of police services for the proposed project is based on the SJFD's current services provided at the HP Pavilion, which has a similar type of land use and provided a guide for the Department in determining what types of services would be required and how sporting and other public events at the site would be managed by the SJFD. Police staffing of the HP Pavilion is coordinated through the Traffic Enforcement Unit and the Secondary Employment Unit, which utilizes off-duty officers to provide security for sports and other types of events at the HP Pavilion. Beat officers would respond primarily to assist positions already staffed at the proposed stadium. Staffing levels at the Arena are based on the number of attendees and range from 3 to 13 law enforcement personnel, depending on the type of event.

SJPD records show that from December 2004 to December 2005 there were 861 calls for service with an area including 1,000 feet of the Arena, and 198 calls for service specifically from the Arena facility.¹⁰

As required in the Unique Building Ordinance and by the SJFD (see additional discussion below), the SJPD would require emergency vehicle access to the field area. The proposed project includes a 1,000-square-foot police event operations facility with two holding cells and an approximately 500-square-foot command center with a view of the stadium to direct police, fire or medical response resources. The facility would be in operation during stadium events.

As with the HP Pavilion, staffing levels for the ballpark will be dependent on event security requirements. A Ballpark Event Operations Plan would be developed, and appropriate police staffing needs could be identified and coordinated through the Traffic Enforcement Unit and the Secondary Employment Unit, as it is with the HP Pavilion, which utilizes off-duty officers to provide police security services at the HP Pavilion during events on a contract basis.

(2) Fire and Emergency Medical Response. The following discussion is based on the SJFD's comments from their initial review of the proposed project.

Event specific emergency medical response is contracted through AMR. Depending on the event type, fire response personnel and equipment may be required. As a County-contracted ambulance vendor, AMR has the ability to hire additional staff as needed to accommodate the proposed stadium.

The Fire Department relies on surface streets for access as it responds to fire and medical emergencies. Any potential obstructions or conditions limiting travel speeds will impede or reduce or lessen response time performance. Traffic congestion is the most common impediment, but Fire Department staff emphasize that potential catastrophic infrastructure failures (e.g., overpass or underpass retaining walls), in the event of a large earthquake, could pose magnified health and safety risks when affecting access to up to 45,000 stadium attendees.

In order to ensure adequate emergency access to the stadium, the proposed project would include the following elements:

- Preliminary building plans shall be reviewed and approved by the SJFD. The facility would be required to comply with all applicable elements of the Uniform Building and Fire Codes, California Building and Fire Codes, and San Jose Building and Fire Codes at the time of construction. Minimum street widths would be maintained for emergency vehicle access as well as access through any traffic calming devices (typically ingress and egress routes for emergency response vehicles to the field and facility would have a minimum lane width of 12 feet and 14 feet of vertical clearance).¹¹ The City of San Jose Fire Code requires that fire apparatus must be able to get with 150 feet of entrances to the building.¹² In the event that structural design elements cannot accommodate vehicle turning radius, width and height requirements to reach the field and other to-be-determined areas within the structure, additional specialized equipment would be required.

¹⁰ Sergeant Bob Nalett, 2005, *op. cit.*

¹¹ Darryl Von Raesfeld, 2005, *op. cit.*

¹² City of San Jose Municipal Code, 2005. Chapter 17.12.445 Additional safety requirements for multi-story and other buildings presenting unique firefighting challenges.

- The design of the facility and associated walkways, elevators and pedestrian “choke” points would be designed to permit ambulance rolling cot/gurney access and transit. A command post, staging area and casualty collection point for emergency operations within the complex would be included, in addition to other design/engineering requirements as defined in City of San Jose Fire Code. In order to ensure that these design details are incorporated into the proposed stadium and related structural elements, the SJFD would be consulted during the design and review of the facility. One of the objectives of this consultation would be to establish maximum distances between access points to the field and to-be-determined specified areas. In addition, large-scale sports facilities typically provide citizen access to life-saving automatic external defibrillators (AEDs); the SJFD would consider and provide a recommendation as to the usefulness of including AEDs at designated locations within the proposed stadium.
- The City would prepare an emergency preparedness plan addressing, among other issues, how stadium attendees would exit the facility and the Downtown area in the event of a major natural (e.g., earthquake) or human-made (e.g. terror attack) disaster during a well attended event.

The existing training facility on the project site is the only site that provides training for the Department (including all classroom training [recruit, driver and officer], a driving course, and a seven-story live fire training tower). Adoption of the Midtown Plan included plans to relocate the Fire Training Facility in order to develop a planned park on the southern portion of the project site. While the City has not identified an alternative site for the Fire Training Facility at this time, the City is currently planning on providing an alternative site independent of the proposed project. If the proposed project proceeds, the City will determine a suitable alternative site for relocation of the Fire Training Facility to replace all of the functions that are currently provided at the existing training site. Once a relocation site is identified, additional environmental review will be conducted prior to the relocation of the Fire Training Facility.

(3) Parks and Recreation Facilities. The proposed project does not include housing for additional residents and would therefore not require additional park space in accordance with established level of service measures. Because there are no existing parks on the project site, implementation of the proposed project would not result in the removal of a neighborhood park or open space area. Preliminary stadium design plans show entry plazas which would provide public open space.

However, the Fire Training Facility is designated as a future potential park site in the *Midtown Specific Plan* (1992), *San Jose Greenprint, A 20-Year Strategic Plan for Parks and Community Facilities and Programs* (2000), and the *Diridon/Arena Strategic Development Plan* (2002). The Capital Action Plan of the *Greenprint* calls for the development of three new parks in the Midtown Area, including a future park at the Fire Training Facility site. The *Greenprint* notes that the project site is within Council District 6, which is expected to experience a substantial increase in residential population by 2020, which will require an additional 70.54 acres of neighborhood/community serving parkland in order to serve this population with adequate levels of park space.¹³ The park planned at the Fire Training Facility would represent 5 acres of this needed parkland. Development of the proposed project would result in the elimination of the planned park site at the Fire Training Facility, contributing the overall shortfall in parkland area for the Midtown/Diridon area. In order to ensure that the loss of

¹³ David Mitchell, 2006. Parks Planning Manager, City of San Jose Department of Parks, Recreation and Neighborhood Services. Personal communications with the City of San Jose Department of Planning, Building and Code Enforcement. January.

the future park site at the Fire Training Facility does not contribute to the overall shortfall in park space for this area, the City has identified several potential future alternative park sites in the vicinity of the project site that could be explored to address the recreational needs of the neighborhood, as shown in Figure V.N-1. Should the City pursue development of the Fire Training Facility site in association with the ballpark, and identify a preferred location(s) to pursue additional park facilities to offset the loss of the planned park at the Fire Training Center, additional environmental review would be conducted prior to, and to inform, the City decision to develop a park at that location(s). This change in proposed land use is also discussed in Chapter IV, Consistency with Plans and Policies.

As noted in Chapter V.F, Biological Resources, the *Riparian Corridor Policy Study*¹⁴ established setback requirements and development guidelines for sites adjacent to the riparian corridors. The planned open space trail along Los Gatos Creek identified in the *Los Gatos Creek Master Plan* (1985) could be located within the proposed average 50-foot setback from Los Gatos Creek top of bank. The proposed project includes re-vegetation of this area and would complement the eventual development of the Los Gatos Creek Trail.

c. Significant Public Services Impacts. Implementation of the proposed project would not result in any significant impacts to public services and facilities within the City of San Jose.

¹⁴ The Habitat Restoration Group and Jones and Stokes Associates, Inc., 1999, op. cit.

Figure V.N-1: Opportunity Sites for Parks in the Project Area

8 ½ x 11
BW

