

CHAPTER 5

PUBLIC FACILITIES

A strong framework of public facilities and amenities is an essential component of a livable district. Parks and open spaces, schools, and community facilities are vital to support the incoming residential and employee population, while police and fire stations are essential for safety. Institutions and resources such as the San José Airport, future BART Station, Historic Depot, Santa Clara Mission, and Santa Clara University also act as catalysts for redevelopment and economic activity.

This chapter focuses on educational facilities, police and fire emergency facilities, cultural and civic facilities, and public utilities. Additional types of public facilities are addressed in other chapters of the Station Area Plan, including Chapter 2: Land Use, Chapter 3: Circulation, Access, and Parking, and Chapter 4: Urban Design.

5.1 SCHOOLS

The Planning Area lies within both the Santa Clara and San José unified school districts (Figure 5-1). This section describes: (1) the existing facilities and their relationship and proximity to the Planning Area; (2) enrollment trends and accessibility to schools; and (3) policy recommendations for school facilities for the districts.

EXISTING FACILITIES

The Santa Clara Unified School District (SCUSD) is responsible for 24 primary and secondary schools, with a student enrollment of 14,253 as of the 2007/2008 school year. With the addition of the Don Callejon K-8 School in 2006, SCUSD's enrollment capacity now stands at 15,282. The district, therefore, is at 93 percent of capacity,

excluding the capacity of currently closed school sites. SCUSD currently has four schools not being used for school purposes.

Only a small portion of the units identified in the Plan fall within the boundaries of the San José Unified School District (SJUSD). The SJUSD—the largest school district in Santa Clara County—has 41 open schools and 8 closed school sites. Enrollment for 2007/2008 stands at 30,943 students. SJUSD’s enrollment capacity now stands at 31,991, based on the schools that are currently open. The District, therefore, is at 97 percent of capacity. Additional capacity could be provided by the currently-closed school sites in both SJUSD as well as SCUSD should the need arise.

The only public schools located in the vicinity of the Planning Area (defined as the area within a half-mile radius from the Planning Area) are part of SCUSD. These are the Washington Open Elementary School and Buchser Middle School. Since Washington Open is one of SCUSD’s “choice” schools, students from anywhere in the district are welcome to apply (admission is by lottery); however, District policy could change based upon demand. Buchser Middle School, which serves students from 6th through 8th grade, is populated with students from surrounding neighborhoods.

In addition to primary and secondary schools, the Planning Area is also served by the Santa Clara Adult Education main campus. This facility is located on Benton Street near Scott Boulevard, just west of the Planning Area. The campus is comprised of several programs and schools, including GED Preparation, Wilson High School

(a 500-student needs-based school), Family/Child Education, Career Center, and English as a Second Language (ESL).

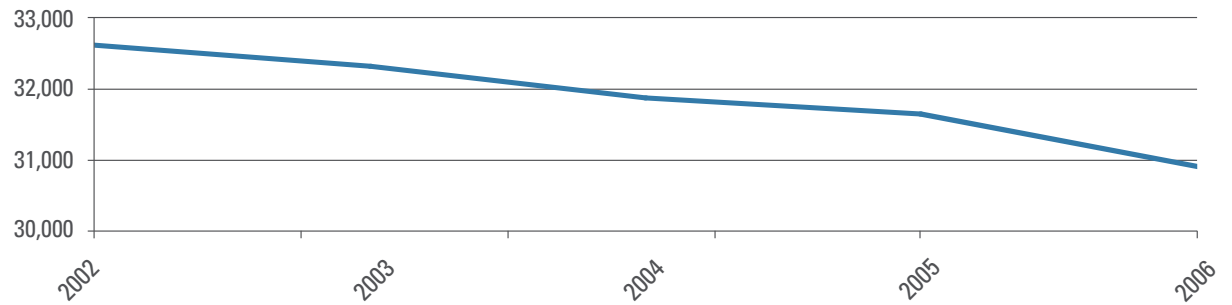
ENROLLMENT TRENDS AND ACCESSIBILITY

As of October 2007, both school districts are operating under capacity based on their currently open schools without considering the additional capacity in their closed schools. During the last five years, enrollment in SCUSD has increased slightly, while enrollment in SJUSD has declined steadily (Figure 5-2).

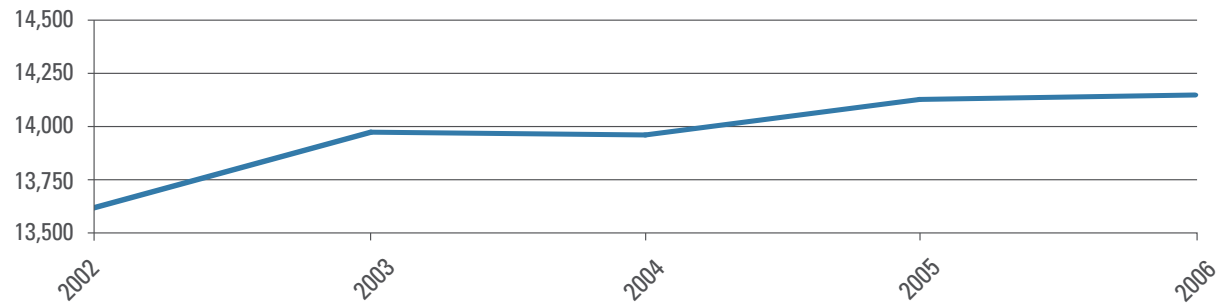
The upward trend shown in SCUSD has come about as the result of Rivermark—a 2,200-plus unit housing development situated on approximately 100 acres in the northern part of the City. Rivermark housing units consist of multi-family apartments, townhouses, and single-family homes—housing types that attract families with school-aged children. Santa Clara is a nearly built-out community, with the Rivermark site constituting one of the last large available sites for residential development. Most of the land within the City that is available for additional housing is principally limited to infill sites, which, if built at higher densities, may not attract families with children. Therefore, it is uncertain that the recent rise in enrollment will extend at a similar rate into the future. Furthermore, SCUSD evaluates enrollment on a yearly basis in concert with new development as it is approved by the City.

SJUSD, on the other hand, has had declining enrollment over the past five years. The District has closed eight facilities within the past three years. While this decline in enrollment is

Figure 5-2
San Jose Unified School District
Enrollment: 2002-2006

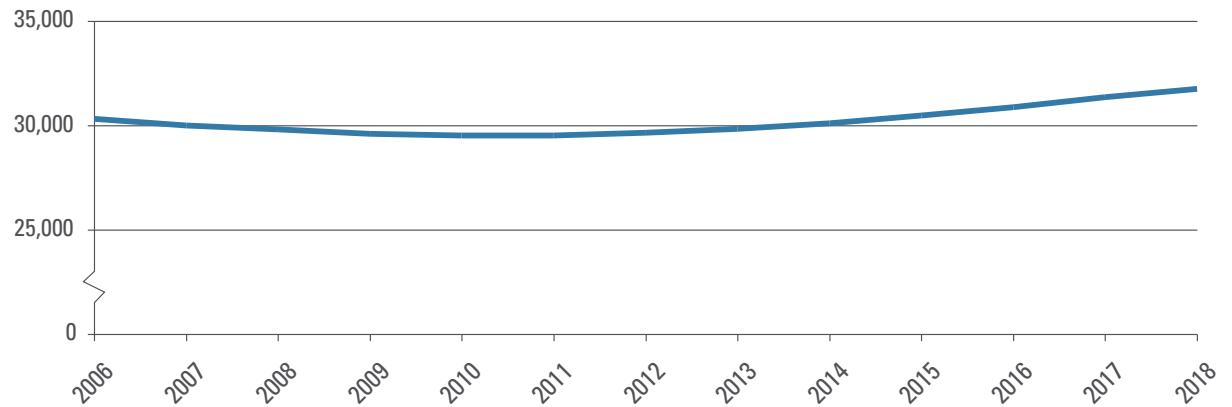


Santa Clara Unified School District
Enrollment: 2002-2006



Source: California Department of Education, Educational Demographics Unit

Figure 5-3
San Jose Unified School District
Projected Enrollment



projected to continue until 2010, SJUSD projects that enrollment will actually increase after that time by about one percent per year through at least 2020, according to the district's 12-year projections (described in the next section).

While the residential development in the Planning Area west of the rail corridor will be adjacent to existing residential neighborhoods, roughly 900 new units are planned east of the tracks, mixed with office and commercial space. This high level of density of the planned units east of the tracks, however, is unlikely to be attractive to families with children, suggesting that student generation rates may be lower for these units. SCUSD currently buses elementary school children living near the Planning Area to Scott Lane Elementary School on the west side of the tracks which would accommodate the limited number of new students anticipated from new units in the Planning Area. New elementary school students from the planned units east of the rail corridor would likely be bused to this school.

In addition to the downward trend in enrollment in SJUSD during the last five years, it should also be noted that much of the residential development in the District in the Planning Area is already underway. Furthermore, this housing is adjacent to the established Newhall Neighborhood and therefore is well connected to a range of amenities, including schools.

Schools Goal

5-G-1 Promote adequate and accessible school facilities for the Planning Area population within the statutory limits pursuant to State law.

Schools Policy

5-P-1 Work closely with SCUSD and SJUSD with regard to school impact mitigation to address any increases in enrollment and other demands on school resources to the extent possible.

5-P-2 Work with SCUSD to ensure integration of housing development east of the railroad tracks with school bus routes.



Larry J. Marsalli Park

5.2 CIVIC/COMMUNITY FACILITIES

While the Planning Area has few community facilities within its boundaries, the surrounding area has a rich diversity of parks and community and public facilities. Located generally within a half-mile, or ten-minute walk of the Planning Area, many of these facilities will directly serve the Plan's new residential and employment districts. However, additional facilities will need to be developed as the Planning Area's population and employment increases. This section provides an overview of the existing and new planned facilities both within and around the Planning Area, including a brief discussion of parks and open space, community centers, and fire and police facilities.

PARKS AND OPEN SPACES

As discussed in Chapter 2: Land Use, there are several parks within a half-mile vicinity of the Planning Area. Many existing parks in the area are located in the City of Santa Clara, covering approximately 23.5 acres and include: Larry J. Marsalli Park, green space on the Mission Library site, Fremont Park, and Washington Park. In addition to these four parks, a new one-acre park was recently completed at the intersection of Campbell Avenue and Newhall Street within the Planning Area. The Guadalupe River Park, which provides 170 acres of parkland adjacent to I-880 and the SJIA contains 20 acres of open space and recreational facilities. The park is located a short distance from the Planning Area—across the I-880 corridor. In addition, Santa Clara University, which is contiguous with the Planning Area,

offers several recreational facilities on and adjacent to its campus. The Stephen Schott Baseball Stadium, for instance, is located at Campbell Avenue and El Camino Real.

Because of the transit-oriented, urban intensity of the Station Area Plan development, the opportunity to set aside large tracts of land for park space is limited. The Station Area Plan proposes seven (7) acres of additional open space in the form of smaller landscaped areas and plazas distributed throughout the Planning Area. For the most part, open space should be created in conjunction with development projects. These open spaces can be publicly or privately owned and maintained, and should be both visually and physically accessible to the public.

Aside from a central open space area in the Station Area Zone, the open spaces or plazas should be located on corners or mid-block, and oriented along primary pedestrian connections. Connections are envisioned with a network of green streets and pedestrian spines. The small scale of these open spaces can provide new residents with multiple opportunities for recreation and passive space within a five-minute walk. In addition to this network of open spaces, residential projects should incorporate well-designed common open space—such as courtyards, roof decks, and terraces—on-site to provide more private and sheltered open space. Furthermore, maintaining direct, pleasant, and safe access to existing parks that surround the project area is an important aspect of the Station Area Plan.

CIVIC AND CULTURAL CENTERS

The civic and cultural centers located within the vicinity of the Station Area Plan include libraries and clubs as well as museums and historic buildings. Many of these facilities are located in the older historic core of Santa Clara. These include the Mission Library and Santa Clara Women’s Club Adobe. The Mission Library Family Reading Center is located on Lexington Street at Main Street; the library is a satellite location of the Santa Clara City Library. “READ Santa Clara,” a free adult education program focusing on building reading, writing, and math skills is located in this facility. The Santa Clara Women’s Club Adobe, located on The Alameda, is the oldest cultural center inside the Planning Area. The structure was built circa 1790 and offers support to Santa Clara youth, as well as organizations that aid seniors, veterans, and the disabled.

The Santa Clara Mission and the De Saisset Museum, located on the Santa Clara University campus, are important cultural markers in the Planning Area context. The Mission dates back to 1777 and was the first outpost of Spanish civilization in the Santa Clara Valley. Today it serves as the Santa Clara University campus chapel and is open to the public. Also located on the campus is the largest cultural facility in the area—the Santa Clara University De Saisset Art History Museum. The 19,210 square foot facility is open to the public and exhibits art and California native history.

On the opposite side of El Camino Real, the Edward Peterman Museum of Railroad History/Santa Clara Historic Railroad Depot is located on Railroad Avenue at the Santa Clara Caltrain station. The museum offers access to historic structures, maintains an operating scale model railroad display, and runs a railroad-specific library.

Implementation of the Station Area Plan can celebrate and provide connections to these community and cultural centers. Policies focus on access and connectivity to these sites, as well as the preservation of key cultural assets. These assets include the Santa Clara downtown, Old Quad, the Santa Clara University/Mission area, and the Historic Depot. The Plan seeks to provide:

- Development that is appropriately scaled and designed to complement historic areas;
- Enhancement to historic sites through view corridors and adjacent public spaces;
- Conservation of historic qualities of existing properties and surrounding neighborhoods; and
- Preservation of cultural and archaeological resources.

The Station Area Plan promotes the creation of a public plaza adjacent to the Historic Depot, as well as a view corridor from Benton Street and El Camino Real. Preserving the visibility of the Depot and connectivity to nearby cultural assets would contribute to the Station’s role as a major center and gateway into Santa Clara and San José.



The Santa Clara Historic Depot is both a historic site as well as museum facility.



The Bill Wilson Youth Emergency Center



The Homesafe Family Shelter

Civic/Community Facilities Goals

- 5-G-2** Encourage a diversity of civic and cultural facilities in the Planning Area.
- 5-G-3** Enhance visibility and connectivity to existing and new cultural facilities within and around the Planning Area.
- 5-G-4** Provide a diverse range of community facilities in and around the Planning Area, including recreation centers, daycare, youth centers, and senior and transitional services.

Civic/Community Facilities Policies

- 5-P-3** Establish strong pedestrian connections, as described in Chapter 3: Circulation, Access, and Parking, and Chapter 4: Urban Design, to connect new and existing neighborhoods to open spaces and community facilities.
- 5-P-4** Encourage the location of cultural and community facilities in mixed-use buildings in retail areas as well as in proximity to existing historic and cultural amenities.
- 5-P-5** Encourage community space or a plaza as part of development on sites exceeding five acres in size; including at least one community facility east of the railroad tracks, preferably close to Center Street or centrally located open space amenity.
- 5-P-6** Examine opportunities to expand or synergistically co-locate open spaces and cultural facilities.

5.3 PUBLIC SERVICES AND FACILITIES

The Planning Area encompasses the headquarters of the Santa Clara Fire Department (SCFD) as well as the Police Headquarters. Several social services are also located within or directly adjacent to the Planning Area. This section examines existing and needed community (social, safety, and infrastructure) services and facilities.

PUBLIC AND SOCIAL SERVICES

Several social services are located within and adjacent to the Planning Area. The Bill Wilson Youth Emergency Center and Homesafe Family Shelter are both located just outside of Santa Clara's downtown area, along The Alameda at Harrison Street and El Camino Real, respectively. These facilities offer shelter for youth, women, and children, and are clustered in proximity to the recently-built Santa Clara Police Station at El Camino Real and Benton Street. Outside of the Planning Area, within Fremont Park, the Santa Clara Senior Center offers recreational and educational activities to community members aged 50 years and older. The largest senior center in the Bay Area, the 45,000 square-foot facility just finished a major expansion in early 2007. All of these services will benefit those living in the Planning Area.

POLICE, FIRE, AND SAFETY SERVICES

Santa Clara: Current Services

The SCFD headquarters is located within the Planning Area at Benton and Alviso streets. The SCFD consists of 10 strategically-placed fire stations throughout the city, staffed with 39 active on-duty response personnel. Each station is equipped with at least one three-person engine or ladder truck company. Three stations also have a two-person ambulance that provides paramedic service; a Rescue Response vehicle and a Hazardous Materials Response vehicle are housed at two other stations. The current facilities, equipment, and staff allow a three-to-five minute average response time to all areas of the city. The current facilities for the SCFD provide the necessary personnel and equipment for a high level of service to the city. In fact, the Department receives a Class 2 ISO (International Organization for Standards) rating.¹ Neither current traffic flow or building height impedes the SCFD's ability to quickly respond. The City also participates in the Santa Clara County Fire and Rescue Mutual Aid Response Plan to further ensure that fires and other emergencies will be efficiently handled.

Unlike the City's Fire Department, the Santa Clara Police Department (SCPD) was not at full strength in 2007. The SCPD currently has 138 officers and eight (8) open positions, with an authorized strength of 146. These officers



Santa Clara Fire Station No. 1, located immediately adjacent to the Planning Area, was the first station built in the city.

¹ ISO (International Organization for Standards) creates a Fire Suppression Rating Schedule that evaluates the fire-fighting capabilities of individual communities. The schedule produces a numerical grading which rates fire departments on a scale of 1-10 with 1 being the best and 10 being the worst.



The Santa Clara Police Station headquarters is located off of El Camino Real at Benton Street, adjacent to the Santa Clara Transit Center.

are divided by bureau as follows: Field Operations Division—97, Investigations Division—26, and Administrative Services—23. In 2006, the SCPD received 37,600 911-calls, with an average response time of 3 minutes or less. Given that the SCPD was not at its authorized strength, keeping up with calls for service was challenging. The City is recruiting to fill the vacant positions.

Santa Clara: Future Services

While no new SCFD facilities are planned at this time, as the population of Santa Clara rises, more equipment and personnel may be required to provide additional emergency services. Currently it is not clear whether infrastructure upgrades will be necessary to service the Planning Area. A more thorough, detailed study should be undertaken as development occurs within the Planning Area.² That which is associated with the Station Area Plan will be analyzed in the EIR.

As the result of the intensification in the Planning Area as well as other developments in the city, the SCPD may require additional officers and facilities in the future. While the SCPD is currently researching another substation on the west side of town and is in the process of building an addition to its Communications Center, a new storefront police facility in the Planning Area may be appropriate.

² Information was provided on behalf of the Santa Clara Fire Department on 10/22/07 by William Kelly, Deputy Fire Chief.

San José

During the 20-plus year horizon of the Plan, three new Public Safety Bond-funded fire stations are currently programmed. These are not relocations/replacements for existing stations. The SJFD uses Standards of Response Cover, a risk- and performance-based methodology, to determine performance objectives. The SJFD will be able to provide services to the Planning Area with the existing capacity of Stations 1, 4, 5, and 7 within adopted performance objectives.³

The SJPD will be opening the South Valley Substation in 2009. As of the writing of this plan, there are no significant problems with crime associated with the portion of the Planning Area in the city of San José.⁴ Over time, as new development is completed, additional service needs may require more investment in additional staff and equipment.

³ Email correspondence with Geoff Cady, Resource Planning and Deployment AO, San Jose Fire Department, on 11/2/2007.

Response time performance objectives are established for first and second due resources, an initial fire-fighting force (IFF), and for an effective firefighting force (EFF). Performance objectives for first and second due resources are 8 and 10 minutes, respectively for 80 percent of emergencies, with the performance objective of 10 minutes for 80 percent of emergencies for an IFF. Impacts to response time performance can occur from traffic congestion and increases in service demand that exceed Unit Hour Utilization (UHU) values of .35. When projected service demand results in UHUs of greater than .35, an additional resource may be required in addition to modifications to existing or new fire facilities.

⁴ Email correspondence with David Santos, Sergeant #3203, Research and Development Unit, San José Police Department, on 11/5/2007.

PUBLIC SERVICES

As of 2008, there are no known deficiencies regarding public services such as safety, water, wastewater, solid waste, and telecommunications. Rather, infrastructure and services are evaluated and updated with new development as needs dictate. A more detailed discussion and analysis of public services is included in the EIR, which correlates the future Station Area Plan buildout with projected supply and demand.

Public Services and Facilities Goals

5-G-5 Maintain a safe and livable environment in the Planning Area by ensuring appropriate levels of fire and police services proportionate to population and activity level, and design.

5-G-6 Promote coordinated provision of services by the two cities where and as appropriate.

Public Services and Facilities Policies

5-P-7 Ensure participation by the fire and police departments of the two cities in the detailed engineering evaluation and design of the underpass between El Camino Real and Coleman Avenue.

5-P-8 Ensure full accessibility of emergency services for the underpass as it is critical for station access and safety services to the area east of the tracks due to the location of the Santa Clara police and fire stations in the western portion of the Planning Area.

5-P-9 Integrate any new fire and police facilities into mixed-use development projects to the extent possible to help achieve overall development intensity goals established for the Planning Area.

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