

**SAN JOSE
INTERNATIONAL AIRPORT
MASTER PLAN UPDATE PROJECT
SAN JOSE, CA**

***REVISED*
FIRST
ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT**

CITY OF SAN JOSE

SEPTEMBER 7, 2001

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SECTION 1. INTRODUCTION

The California Environmental Quality Act (CEQA) recognizes that between the date projects are approved and the date(s) they are constructed one or more of the following changes may occur: 1) the scope of the project may change, 2) the environmental setting in which the project is located may change, 3) certain environmental laws, regulations, or policies may change, and 4) previously unknown information can come to light. CEQA requires that lead agencies evaluate these changes to determine whether or not they are significant. The mechanism for assessing the significance of these changes under CEQA is called an Addendum [CEQA Guidelines Section 15164].

Generally, if the changes would or could significantly affect the environmental effects of the previously-adopted project, further environmental review (e.g., a subsequent or supplemental Environmental Impact Report [EIR]) would be warranted. If the changes do not raise any significant environmental issues, an Addendum is prepared to document those changes, including any changes to the project.

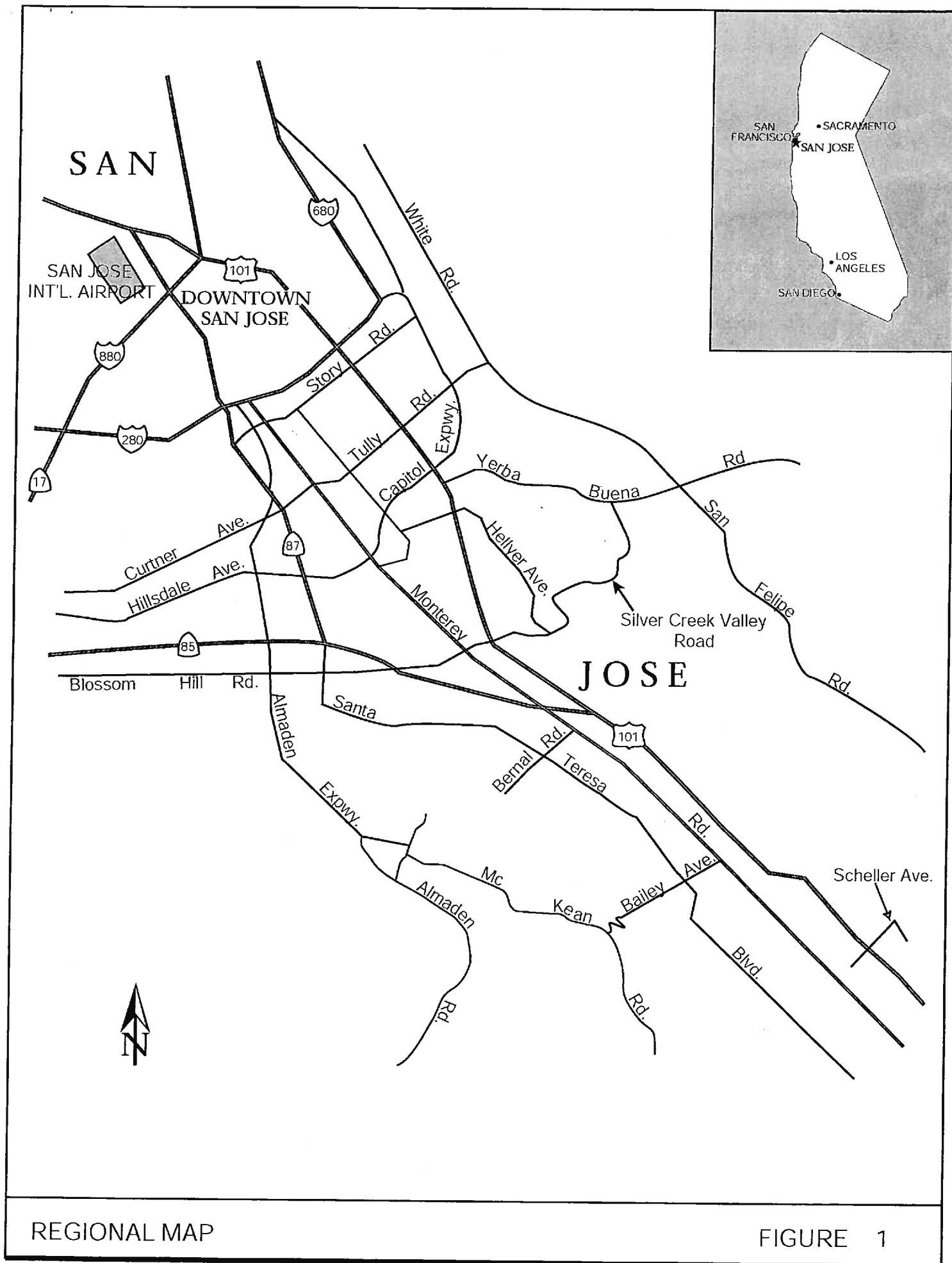
This Addendum addresses certain minor changes to the design of the *Airport Master Plan Update* project for the San Jose International Airport (SJC) originally approved by the City Council on June 10, 1997. The specific design changes proposed and considered in this Addendum are described in Section 3 of this Addendum. None of these changes would be expected to create or cause any new or more significant environmental impacts beyond those described in the original project EIR.

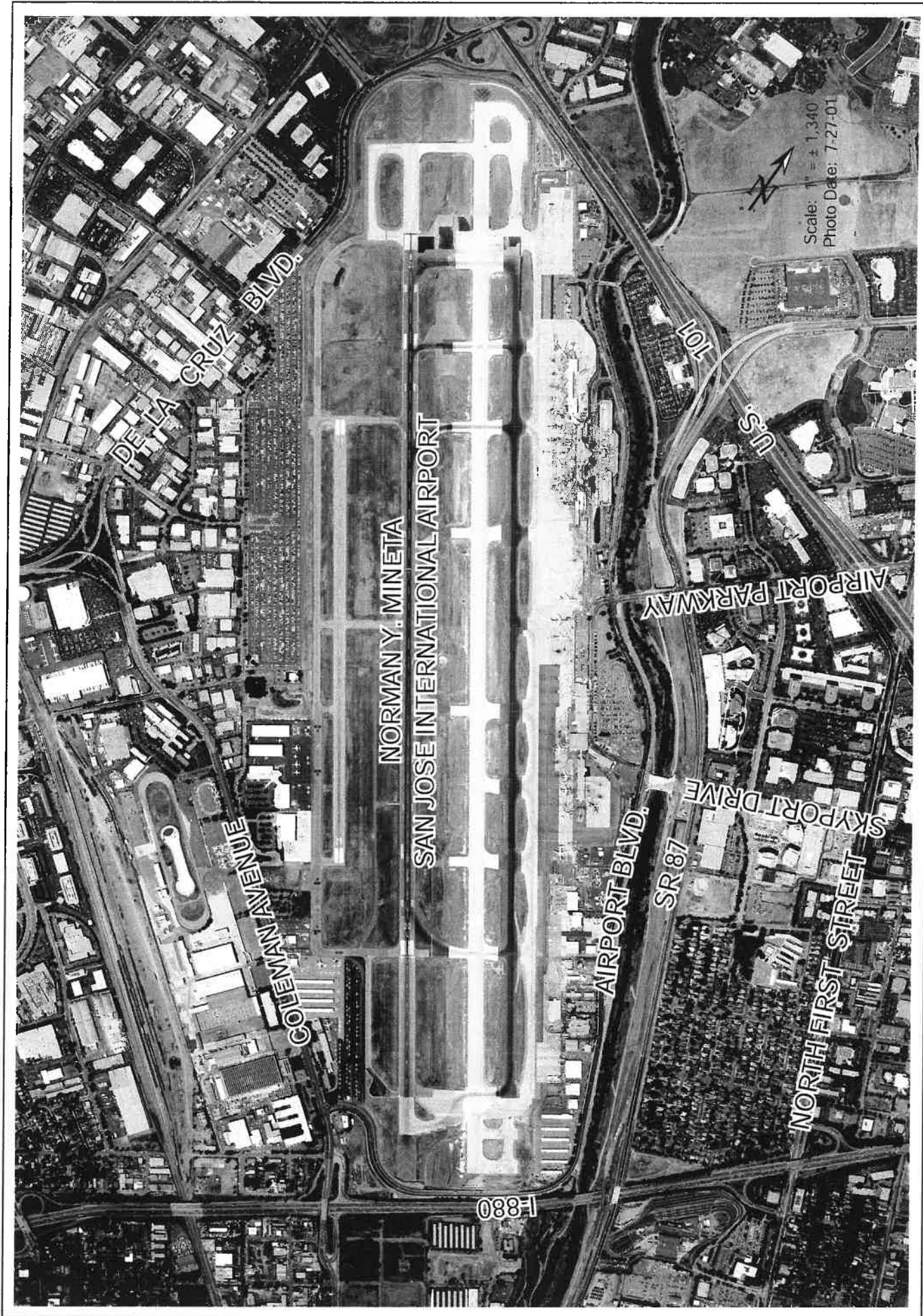
SECTION 2. OVERVIEW OF THE SAN JOSE INTERNATIONAL AIRPORT MASTER PLAN UPDATE PROJECT

San Jose International Airport (SJC) is one of the three primary airports which serve the San Francisco Bay Area. The Airport, which is owned and operated by the City of San Jose, is located on a site of approximately 1,050 acres in Santa Clara County at the southerly end of San Francisco Bay, as shown on Figure 1. The Airport is generally bounded by U.S. 101 on the north, the Guadalupe River and State Route 87 on the east, Interstate 880 on the south, and Coleman Avenue and De la Cruz Boulevard on the west, as shown on Figure 2.

In 1988, the City initiated a planning process to update its 1980 Airport Master Plan for SJC. The City's aviation consultants prepared demand forecasts for SJC and evaluated a series of alternative development scenarios which would accommodate some or all of the projected growth in passenger and air cargo traffic at the Airport through a year 2010 planning horizon. Between 1988 and 1995, numerous meetings, workshops, and meetings occurred for the purpose of determining the range and scope of alternatives to be formally evaluated in an EIR. The City began the formal preparation of the Draft EIR for the Master Plan Update in 1995. The Draft EIR, which evaluated four alternatives (including the CEQA-mandated No Project Alternative), was published and circulated in October of 1996. The Final EIR was certified in June of 1997. The SJC Master Plan Update was approved by the San Jose City Council on June 10, 1997.

The approved SJC Master Plan Update consists of a comprehensive and integrated package of airside and landside facilities improvements at SJC, such facilities having the design capacity to fully accommodate the 2010 forecast demand for air passenger and air cargo service in a comfortable and efficient manner. Tables 1 and 2 summarize the primary improvements contained in the approved SJC Master Plan Update.





VICINITY MAP

FIGURE 2

TABLE 1**SUMMARY OF KEY PROJECTS IN THE APPROVED SJC MASTER PLAN UPDATE**

	Phase 1	Phase 2	Phase 3
Airfield Improvements	Reconstruct/lengthen Runway 12L/30R to 11,050' with associated taxiway improvements. Reconstruct/lengthen Runway 12R/30L to 11,000' with associated taxiway improvements.	Various taxiway improvements.	Various taxiway improvements.
Passenger Terminals		New Terminal B with 12 gates.	Remodel/expand Terminal C with 22 gates.
Public Parking Facilities	Interim lot on west side of Airport.	New garage with 9,400 spaces.	New garage with 4,600 spaces.
Rental Car Facilities	New garage with 10,000 spaces.		
Employee Parking Facilities	Interim lot on west side of Airport.	New garage with 2,600 spaces.	
Air Cargo Facilities	Interim cargo airline facility expansion on east side.	New facilities on west side and relocation of belly-freight facilities on east side.	Expand cargo airlines facilities on west side and new belly-freight facilities on ACM site.
Aviation Support Facilities	New fuel storage facility.	Expand fuel storage facility.	Expand fuel storage facility.
General Aviation Facilities	Remove south end tie-downs/shelters and the General Aviation Terminal.	Remove southeast hangars. Convert 94th Aero Squadron site to gen. aviation.	Remove east side FBO facility, convert SJSU site to general aviation, new helipad on west side, & reconfigure west side FBO leaseholds.

Note: Section 2.3.1 (page 2-5) of the Final EIR contains a listing & description of all Master Plan projects.

T A B L E 2

EXISTING AND YEAR 2010 FACILITIES

Facility Element	Existing	Approved SJC Master Plan Update
Runway Length (feet)		
12R/30L	10,200	11,000
12L/30R*	4,400	11,050
11/29	4,600	4,600
Air Carrier Gates	31	49
Terminal Buildings (square feet)	407,674	1,075,000
Public Parking Spaces	7,290	16,200
Employee Parking Spaces	1,230	2,600
All-Cargo Airline Area (square feet)	300,000	1,897,900
Belly-Freight Area (square feet)	85,000	460,500
G.A. Aircraft Storage Spaces	660	360
Rental Car Ready/Return Spaces	700	2,000
Jet Fuel Bulk Storage (gallons)	208,000	4,000,000
<p>*The extension of Runway 12L/30R from 4,400 feet to 11,050 feet was completed in August 2001.</p> <p>Note: This table does <i>not</i> reflect limitations placed on the size of certain facilities under a 1998 Master Plan Implementation Ordinance (San Jose Municipal Code, Section 25.04.300).</p>		

SECTION 3. SCOPE OF THIS ADDENDUM

Subsequent to the City's and FAA's approval of the SJC Master Plan Update in 1997 and 1999, respectively, detailed planning for its implementation commenced. Resulting from that planning, the City is now proposing to modify some of the landside facilities on the east side of the Airport. The primary purposes of the proposed modifications are as follows:

1. To improve access to, and circulation within, the Airport by a combination of improving roadways, reducing the number of vehicle trips, and facilitating the use of public transit.
2. To provide an improved "level of service" to the traveling public by constructing a terminal which efficiently utilizes the available space and reduces the need for duplicate terminal support services.
3. To allow for the integration and construction of these landside facilities while, at the same time, keeping the Airport operating without causing undue hardships to the traveling public.

These proposed modifications would implement, in part, a set of measures designed to reduce the environmental impacts of the Airport. These measures include those found in the EIR (1997), the Airport Traffic Relief Ordinance (1999)¹, and the Airport's Air Quality Certificate (1999).²

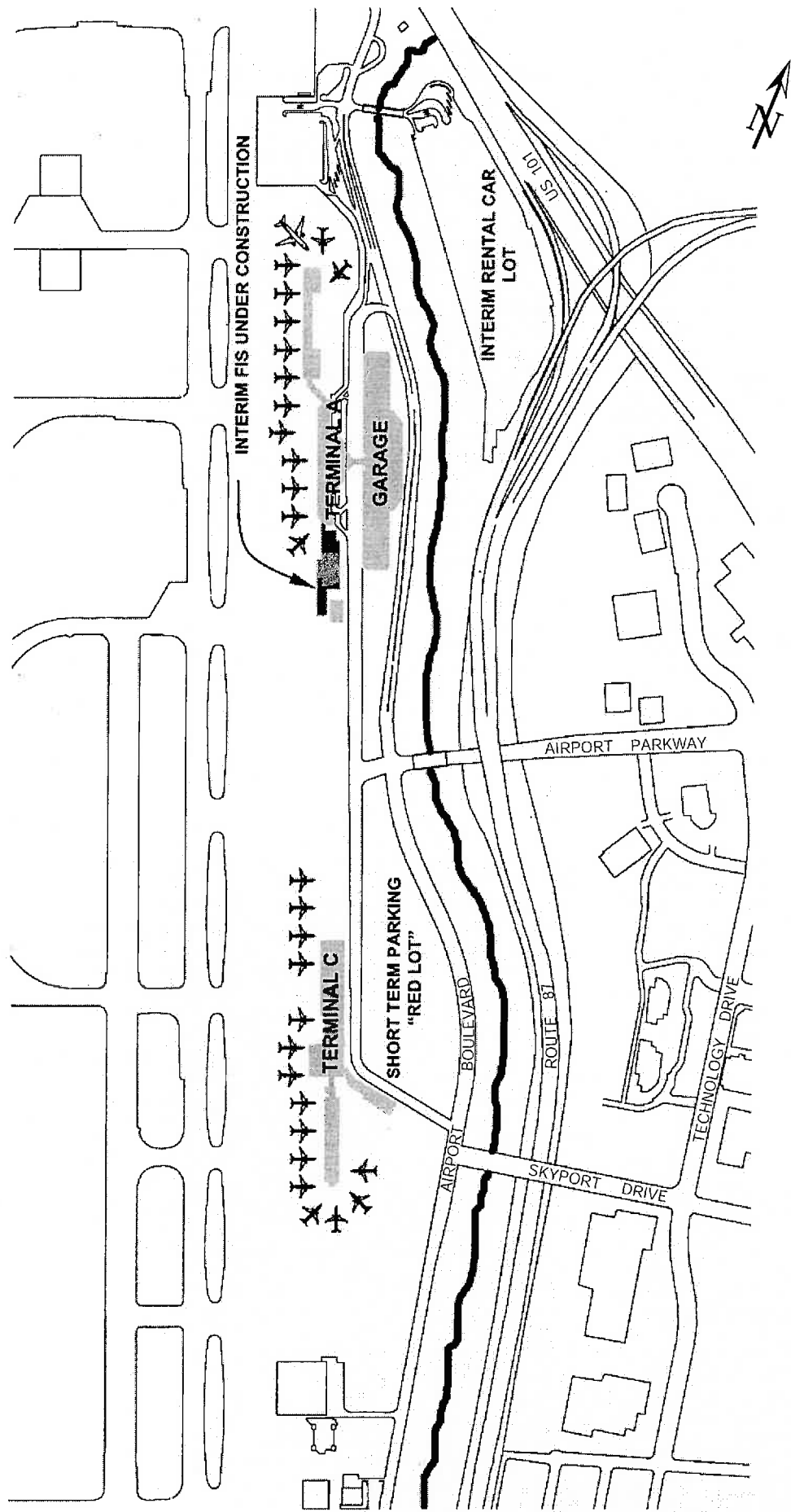
The proposed modifications to the approved SJC Master Plan Update are located in the vicinity of the existing passenger terminals (see Figures 3 and 4), and are described as follows:

1. Modify the passenger terminal development concept from three connected unit terminals (designated in the Plan as Terminals A, B, and C) to a single centralized facility within the same footprint area. The ultimate size (i.e., square footage and number of gates) of the single centralized facility would be identical to that which would have occurred under the approved Master Plan Update with the 3-unit design concept. Under the centralized terminal facility design concept, existing Terminals A & C and the new interim FIS facility would be modified and connected with additional terminal facility construction, resulting in a single, multi-level, common-use terminal building. [Note: The terminal building would have 40 air carrier gates.]

Compared to the Terminals A-B-C concept, this proposed change to a centralized terminal design concept has a number of advantages from construction staging, circulation/access, and customer service perspectives. During the construction phase, the modified terminal design concept would provide greater flexibility in terms of minimizing disruption to passengers and

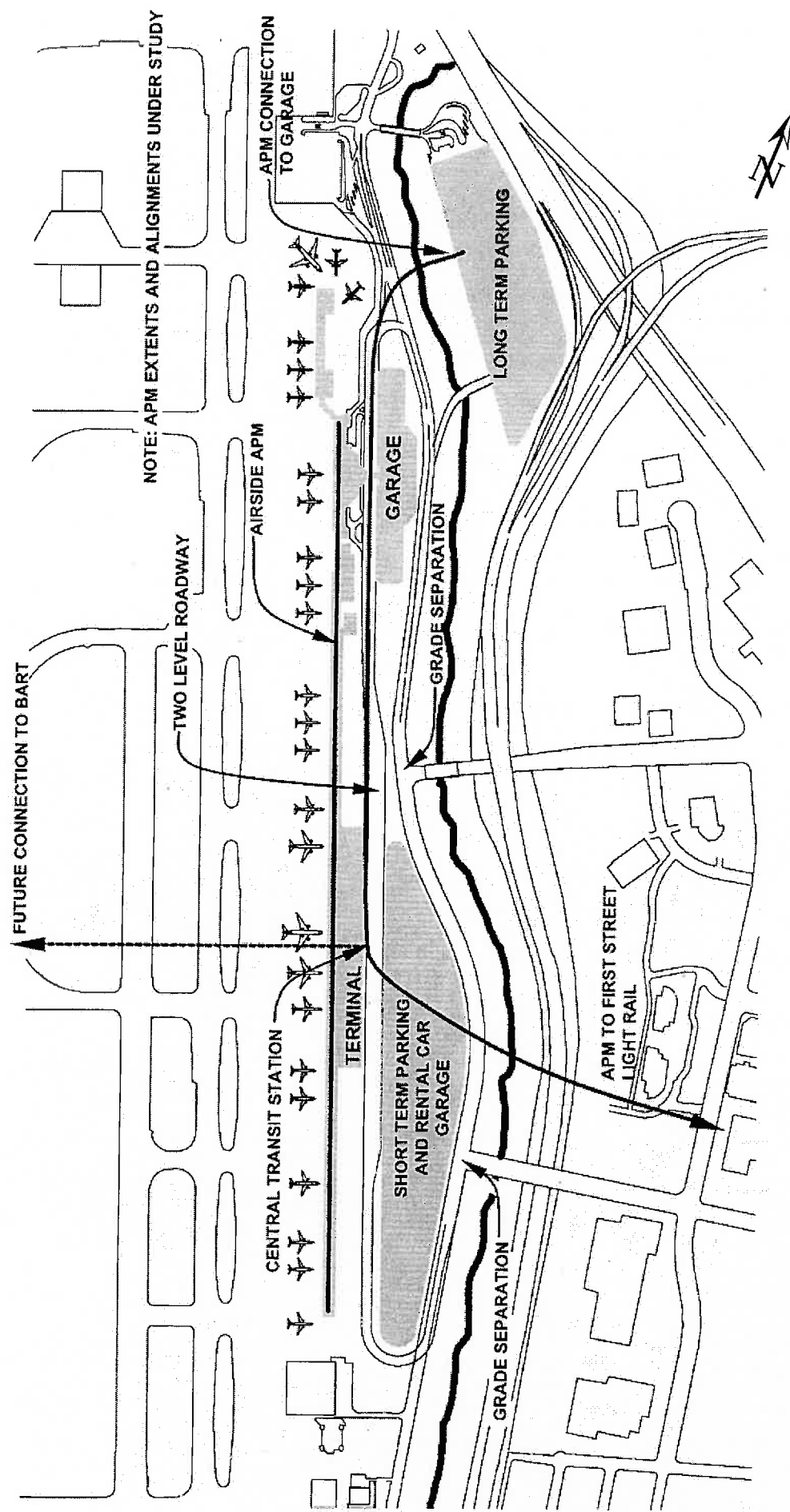
¹San Jose Municipal Code Section 25.04.

²California Air Resources Board, 11/23/99.



CURRENT TERMINAL AREA

FIGURE 3



CENTRALIZED TERMINAL AREA

FIGURE 4

the airlines, would allow for the staged construction of a 2-level roadway while maintaining access, and would facilitate the construction of an Automated People Mover (APM) system. Over the long-term, this concept would result in an efficient use of space with an improved "level of service" for Airport users.

2. Modify the designated locations within the terminal area for the consolidated rental car garage and the two public parking garages. The approved Master Plan Update calls for the rental car garage to be located on the former "Green" parking lot located northeast of Terminal A, and two new public parking garages to be located in front of Terminals B and C. The proposed modification essentially swaps the locations of two of these garages; one of the public parking garages would move to the former "Green" lot site and the rental car garage would move to the front of Terminal C.
3. Modify the on-Airport roadway system in the vicinity of the passenger terminals. The approved Master Plan Update calls for improvements to the existing roadway system in order to better accommodate projected demand but does not provide specific details as to the scope of such improvements. The City is now proposing to accomplish that goal by converting Terminal Drive to a 2-level facility and by constructing grade separations on Airport Boulevard at Skyport Drive and Airport Parkway.
4. Construct an on-Airport Automated People Mover (APM). As another design refinement in the terminal area, the City is now proposing to construct an on-Airport APM which moves people between gates within the terminal.
5. Provide Infrastructure for a Potential Future APM Station between the Airport and the Light Rail Transit (LRT) System. It is proposed that the design of the terminal and parking garages include infrastructure to accommodate a future APM connection between the Airport and the Metro/Airport LRT Station. If the City approves such a system in the future, providing for this possibility now will allow for that system to be integrated and coordinated with the design for the terminal, garages, on-Airport APM, and potential future connection to a proposed BART station.
6. Remove the existing rental car servicing facilities adjacent to and south of existing Terminal C. This action is needed to allow for the construction of roadway improvements to proceed. Ultimately, all rental car facilities (ready/return parking, servicing, and storage) will be consolidated in the rental car garage adjacent to the centralized terminal.

7. Construct an interim expansion of the existing north cargo airline ramp. In order to temporarily replace existing cargo aircraft parking and other facilities being displaced by the proposed terminal construction, the existing north cargo airline ramp would be expanded. This would require the paving of an area approximately 150,000 square feet in size between Taxiways Y and Z. All except a 20,000 sq.ft. portion of the paving would be removed when the new cargo facilities are constructed on the west side of the Airport, as specified in the approved Master Plan Update.

It is important to note that none of the proposed changes listed above will result in facilities which are larger than that which is allowed under the approved SJC Master Plan Update.

SECTION 4. ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE PROJECT

[Introductory Note: The analysis of environmental impacts follows the same order and addresses the same topics as those contained in Chapter 3 of the SJC Master Plan Update EIR. As required under CEQA, the impacts of the proposed changes to the Project are compared to those of the approved Project.]

4.1 LAND USE

The proposed changes to the approved Master Plan Update are limited to the location of various facilities on the Airport itself. The proposed changes would not change either the size or function of Airport facilities which are specified under the approved Master Plan Update. The proposed changes are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in location within the general terminal area, short-term relocations to facilitate construction staging, and improvements in access.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant land use impacts and/or land use impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.2 CULTURAL RESOURCES

Section 3.2 of the Master Plan Update EIR noted that various locations on the Airport are considered archaeologically sensitive. As a result, all subsurface construction activities in these areas are monitored by an archaeologist. The archaeologist has the authority to halt construction in the event that cultural artifacts are uncovered, so that data recovery can proceed. [Note: In the construction which has occurred to date, no new cultural resources have been encountered.]

The proposed changes to the various on-Airport facilities will not affect the findings of the EIR as pertains to cultural resources. All construction in archaeologically-sensitive areas will continue to be monitored by an archaeologist.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant cultural resource impacts and/or cultural resource impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.3 TRANSPORTATION AND CIRCULATION

Section 3.3 of the Master Plan Update EIR contained a comprehensive analysis of the transportation and traffic impacts of the approved Project. The analysis quantified the impact of the projected year 2010 Airport activity levels (i.e., 17.6 million passengers and 315,300 tons of cargo per year) on the roadway network, both on and off the Airport. The analysis concluded that a number of significant impacts would occur and various mitigation measures were adopted where feasible. Among the mitigation measures was a Transportation Systems Management (TSM) Program, designed to reduce the number of single-occupancy vehicle trips to/from the Airport.

Impacts of Proposed Changes on Air Transportation

For the following reasons, the proposed changes to the Master Plan Update described in Section 3 will not affect either the demand for air transportation or the projected volumes of air passengers or air cargo at SJC:

1. Demand for air travel, similar to demand for automobile travel, is generated by a variety of demographic, economic, and land use factors. These factors primarily include population and job growth, but also include other factors such as per capita income, availability of low-fare air service, etc. The underlying factual principle is that the "demand" for commercial air service exists regardless of whether or not there is infrastructure adequate to accommodate that demand at any defined level of comfort or convenience.
2. None of the proposed changes involve modifying capacity-enhancing components of the Airport beyond that shown and analyzed in the EIR. For example, none of the proposed changes involve runway/taxiway improvements. Similarly, the number of air carrier gates in the passenger terminal, a major factor in determining an airport's design capacity, will not change from that which is allowed under the approved Master Plan Update. Finally, the proposed roadway improvements will improve on-Airport circulation; no changes are proposed to those highways and freeways which provide access to SJC.

Impacts of Proposed Changes on Traffic Volumes

As noted previously, none of the proposed changes listed above will result in facilities which are larger than that which is allowed under the approved SJC Master Plan Update. Further, none of the proposed changes will accelerate the planned increase in the number of air carrier gates, such that the various prerequisites to such increase are violated.

Traffic volumes at SJC will be the same with or without the proposed changes to the Master Plan Update because 1) demand for air transportation will not change and 2) the size of the subject facilities will not exceed the approved limits. The proposed changes are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in location

within the general terminal area, short-term relocations to facilitate construction staging, and improvements to on-Airport circulation.

Impacts of Proposed Roadway and APM Improvements

As described in Section 3, the City is proposing to convert Terminal Drive to a 2-level facility and to grade separate Airport Boulevard at its intersections with Skyport Drive and Airport Parkway. The purpose of these proposed improvements is to substantially improve on-Airport traffic circulation in the vicinity of the terminal and garages and primary Airport entrances. Converting Terminal Drive to a 2-level facility will better accommodate demand and ease congestion by separating "arrival" traffic from "departure" traffic.

Grade separating Airport Boulevard at both Skyport Drive and Airport Boulevard will allow traffic to proceed through these intersections without the considerable delays which are occurring (and are projected to worsen). For example, without these proposed improvements, the intersection of Airport Boulevard at Airport Parkway is projected by the Master Plan EIR to operate at a congested level of service (LOS) "F" during peak-hour conditions. The grade separations would physically segregate cross traffic via a bridge structure, eliminating the at-grade intersections and the associated delay at the traffic signals. This would create free-flow conditions because vehicles would not need to stop for cross traffic, equating to a LOS "A" condition, although such a calculation could not technically be made since, by definition, the intersections would be eliminated. Thus, the grade separations would substantially exceed the LOS "D" requirements set forth in the San Jose Municipal Code for these two intersections.³

The on-Airport APM is a component to the adopted TSM Program and is designed to reduce traffic volumes. The on-Airport APM will eliminate the need to operate shuttle buses between the terminal and the garages; it will also obviate the need for shuttle buses to move connecting passengers between distant gates.

Thus, the impact of these proposed improvements on traffic circulation would be beneficial. Further, these improvements would not result in any increase in traffic volume since, by definition, they are designed to better accommodate traffic demand, not generate it.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant transportation/traffic impacts and/or transportation/traffic impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

³Section 25.04.410 of the San Jose Municipal Code (commonly referred to as the "ATRA Ordinance") requires the airport entrances to Airport Boulevard at Airport Parkway and Skyport Drive to be designed and constructed to meet LOS D. Such improvements must be within two years of completion prior to construction to expand the number of air carrier gates beyond 31.

4.4 AIR QUALITY

The proposed changes to the Master Plan Update are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in location within the general terminal area, short-term relocations to facilitate construction staging, and improvements in access. Therefore, activity levels at the Airport are projected to be the same with or without the proposed changes. Thus, emissions of pollutants, as pertains to *overall* activity levels at the Airport, are not expected to change.

However, a number of the proposed changes to the approved Master Plan Update are expected to reduce congestion, eliminate the need for shuttle buses, and reduce the number of trips by single-occupancy vehicles. These are the on-Airport APM, the 2-Level Terminal Drive, and the two Airport Boulevard grade separations. By decreasing congestion and the number of car/bus trips, these projects will, in turn, directly decrease emissions which is a beneficial air quality impact.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant air quality impacts and/or air quality impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.5 NOISE

The proposed changes to the Master Plan Update are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in building location within the general terminal area, short-term facility relocations to facilitate construction staging, and roadway design refinements which would facilitate vehicular access, and which would be consistent with the proposed modifications to the location (and consolidation) of the terminal and parking structure facilities. The proposed design modifications to the Master Plan Update project would not increase the number of passenger gates available to the commercial users of the Airport, or otherwise increase the operational capacity of the Airport in any respect. Therefore, since aircraft are the primary source of Airport-generated noise in the community, future noise levels are not expected to be affected in any respect by the proposed design refinements.

None of the proposed changes would site an Airport facility closer to residences than that which would occur under the approved Master Plan Update.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant noise impacts and/or noise impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.6 HYDROLOGY AND WATER QUALITY

Section 3.6 of the Master Plan Update EIR contained a flooding analysis which studied the effect of increasing the acreage of impervious surfaces at the Airport under the Master Plan Update. The purpose of the analysis was to determine if the resultant increase in stormwater runoff would result in flooding. The analysis stated that the amount of impervious surfaces would increase by 107 acres under the Master Plan Update which could, in turn, result in localized flooding of the north end of the runways during a 100-Year Storm. Mitigation in the form of increased off-runway ponding capacity on the airfield and/or increased stormwater pumping capacity was adopted.

One of the proposed changes to the approved Master Plan Update - the expansion of the north cargo airline ramp area - will result in an increase in impervious surfaces of slightly more than three acres. This increase is over and above that quantified in the EIR. However, because 2.5 of the 3-acre expansion would only be temporary (i.e., the pavement will be removed during Phase 3 of the Project) and the magnitude of the increase in paved areas is small, this impact would not be significant.

When compared to the approved Project, none of the proposed changes to the Master Plan Update will result in the introduction of new pollutants and/or a higher concentration of pollutants in stormwater runoff from the Airport.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant hydrological/water quality impacts and/or hydrological/water quality impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.7 GEOLOGY AND SEISMICITY

The proposed changes to the approved Master Plan Update are located on the same site with the same soils, geologic, and seismic characteristics as that described in the EIR.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant geologic/seismic impacts and/or geologic/seismic impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.8 BIOLOGICAL RESOURCES

Section 3.8 of the EIR analyzed the effect of the Master Plan Update on existing biological resources, both on and adjacent to the Airport. The EIR concluded that the impact on Burrowing Owls, a California species of special concern, would be significant. Mitigation in the form of a Burrowing Owl Management Plan was adopted for the purpose of preserving onsite nesting/foraging habitat for the population of burrowing owls at the Airport.

One of the proposed changes to the approved Master Plan Update - the expansion of the north cargo airline ramp area - will pave approximately three acres of potential burrowing owl habitat located between Taxiways Y and Z. There are presently no owls/active burrows in this area. This impact is over and above that quantified in the EIR. Although most of this impact would only be temporary (i.e., 2.5 of the 3 acres of pavement will be removed during Phase 3 of the Project), the City is proposing additional mitigation. Prior to, or concurrent with, the construction of this improvement, an additional three acres for burrowing owl management will be set aside. The acreage is located on a parcel owned by the Airport (see Figure 5). The parcel is located adjacent to the north end of the Airport, adjacent to De La Cruz Boulevard, and is undeveloped except for an aircraft navigational aide (a radio beacon known as a VOR/DME). The site contains suitable habitat for the burrowing owl and will be managed as such, including the installation of artificial burrows. The site is likely to be used by owls due to its proximity to the existing population at the Airport.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant biologic impacts and/or biologic impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.9 ENERGY

Compared to the approved Master Plan Update, one of the proposed changes - the on-Airport APM - will result in increased consumption of energy in the form of electricity. However, this increased use of energy is expected to be offset by energy savings associated with the elimination of shuttle buses, a decrease in vehicular traffic, and less duplication of terminal support services.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant energy impacts and/or energy impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.10 AESTHETICS

The overall mass, size, and locations of the proposed changes to the terminals and parking garages will not notably change from that described in the EIR. The roadway system in the vicinity of the passenger terminals will, however, have a different appearance since it is proposed to be converted to a 2-level facility and would include grade separations at Skyport Drive and Airport Parkway. Further, the design of the parking garages may include as many as 10 floors of parking instead of the 8 floors originally envisioned, although the total number of parking spaces will remain the same. The City has retained a master architect for the purpose of developing an integrated and aesthetically-attractive facility.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant aesthetic impacts and/or aesthetic impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

Figure 5

4.11 PUBLIC SERVICES AND UTILITIES

The proposed changes to the approved Master Plan Update are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in location within the general terminal area, short-term relocations to facilitate construction staging, and improvements in access. These changes would not affect the conclusions of the utilities/public services analysis contained in Section 3.11 of the EIR.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant public services/utilities impacts and/or public services/utilities impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.12 HAZARDOUS MATERIALS

The proposed changes to the approved Master Plan Update are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in location within the general terminal area, short-term relocations to facilitate construction staging, and improvements in access. These changes would not affect the conclusions of the hazardous materials analysis contained in Section 3.12 of the EIR.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant hazardous materials impacts and/or hazardous materials impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

4.13 AIR SAFETY

The proposed changes to the approved Master Plan Update are limited to modifications in design concept (e.g., one centralized terminal instead of three separate units), changes in location within the general terminal area, short-term relocations to facilitate construction staging, and improvements in access. These changes would not affect the conclusions of the air safety analysis contained in Section 3.13 of the EIR.

Conclusion: The proposed changes to the SJC Master Plan Update would not result in any new significant air safety impacts and/or air safety materials impacts which are substantially different from those described in the 1997 SJC Master Plan Update EIR.

SECTION 5. CONCLUSION

The City of San Jose is considering proposed minor modifications to the terminal area development projects identified in the 1997 *Airport Master Plan* that are described in Section 3 of this Addendum. The City has evaluated the environmental effects of the proposed modifications in Section 4 of this Addendum.

Based upon the factual information contained in the above analyses, the City has reached the following conclusion:

Construction of the proposed modifications to the *Airport Master Plan* described in Section 3 will not have any significant environmental impacts not previously disclosed in the Final EIR, nor will there be a substantial increase in the severity of previously-identified significant environmental impacts. Therefore, no subsequent or supplemental EIR is warranted or required.

SECTION 6. REPORT PREPARERS

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