NORMAN Y. MINETA
SAN JOSE
INTERNATIONAL AIRPORT
MASTER PLAN UPDATE PROJECT
SAN JOSE, CA

SECOND
ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT

CITY OF SAN JOSE

APRIL 2, 2003

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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 changes to the design of the *Airport Master Plan Update* project for the Norman Y. Mineta 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

2.1 DEVELOPMENT AND APPROVAL OF THE MASTER PLAN UPDATE

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.

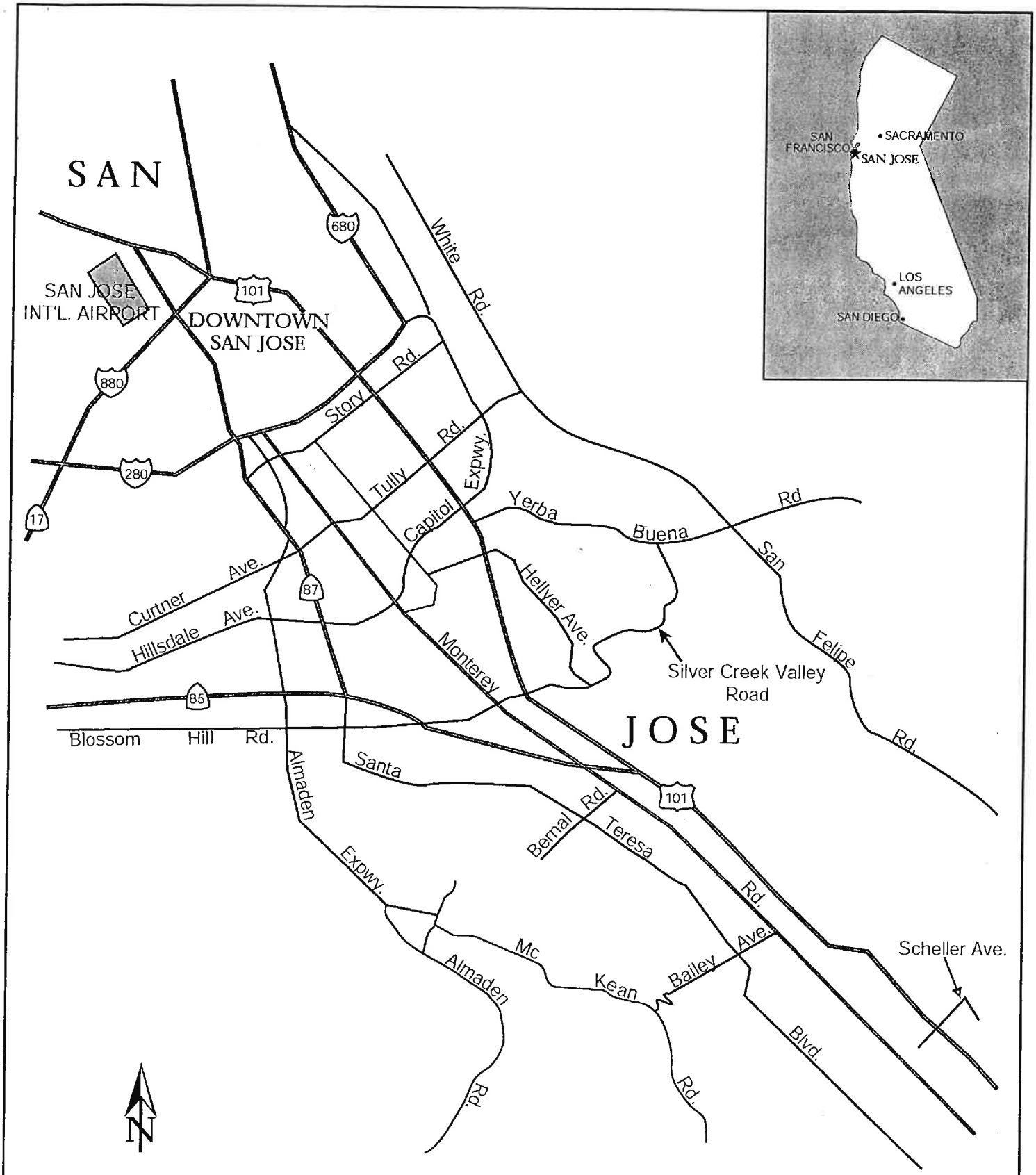
In 1988, the City initiated a planning process to update its 1980 Airport Master Plan for SJC. The City's aviation consultants prepared demand forecasts for SJC and evaluated a series of alternative development scenarios which would adequately accommodate some or all of the projected growth in passenger and air cargo traffic at the Airport through a year 2010 planning horizon. Between 1988 and 1995, numerous meetings, workshops, and hearings 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 improvements to airside and landside facilities at SJC, such improved 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. Table 1 summarizes the primary improvements contained in the approved SJC Master Plan Update.

2.2 IMPLEMENTATION OF THE MASTER PLAN UPDATE: 1997 - 2003

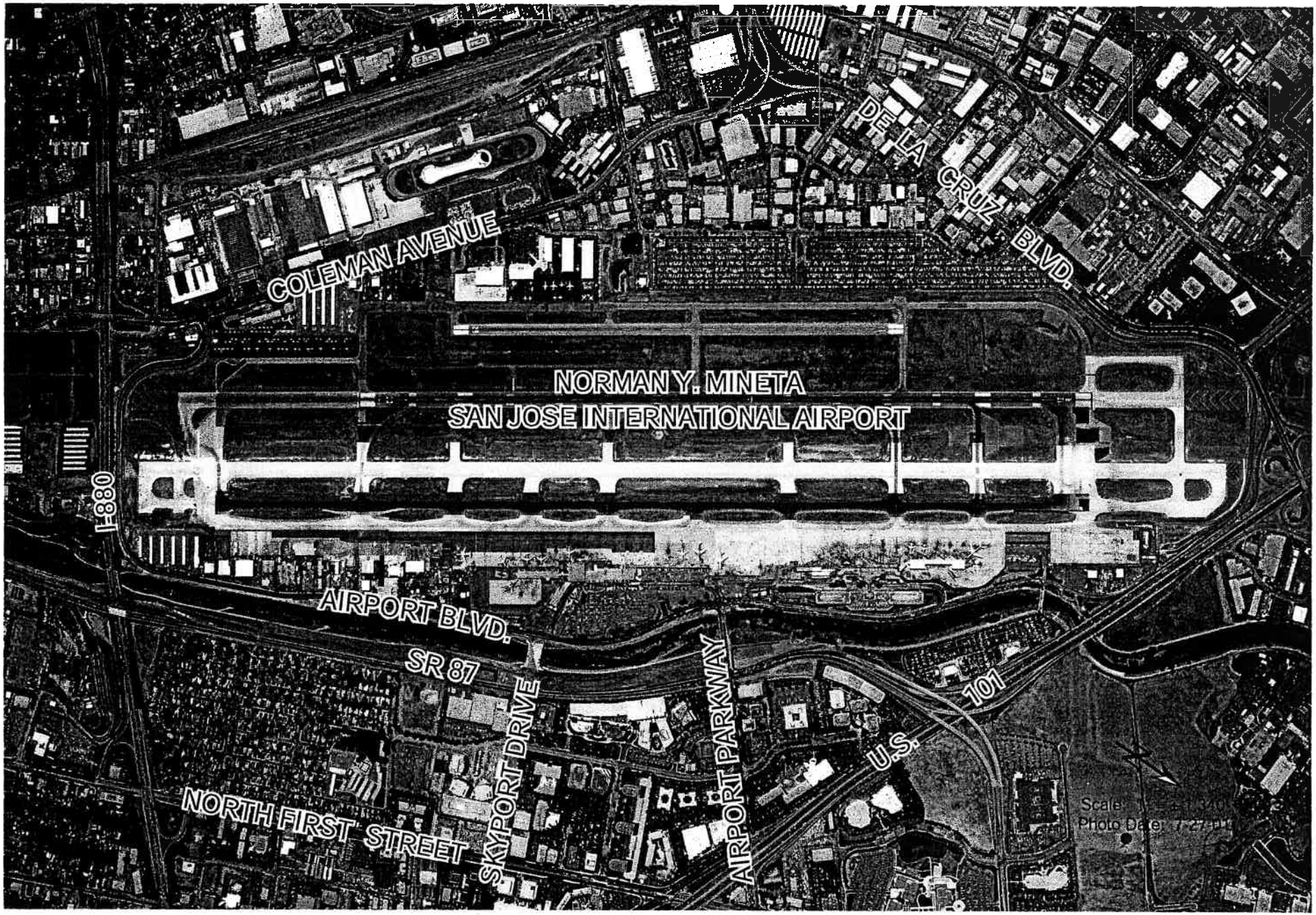
Subsequent to the approval of the Master Plan Update in 1997, construction of various capital improvement projects has been completed or is currently underway. The most notable projects completed to date are the reconstruction/lengthening of Runway 12L/30R to 11,050 feet and the reconstruction of Runway 12R/30L. Construction of improvements to the on-Airport roadway system are currently underway.

Various amendments to the Master Plan Update have also been approved by the San Jose City Council since 1997. Table 2 lists and describes those amendments that have been approved to date.



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

TABLE 1

SUMMARY OF KEY PROJECTS IN THE APPROVED SJC MASTER PLAN UPDATE[a]

Project Type	Description of Project
Airfield Improvements	- Reconstruct/lengthen Runway 12L/30R to 11,050 feet - Reconstruct/lengthen Runway 12R/30L to 11,000 feet
Passenger Terminals	- Modify existing terminals to create centralized passenger terminal with 49 air carrier gates and 1,075,000 square feet[b]
Public Parking Facilities	- Construct parking garages with 16,200 spaces[c]
Rental Car Facilities	- Construct consolidated 10-level parking garage with 10,000 spaces, including 2,000 ready/return spaces
Employee Parking Facilities	- Construct parking garage with 2,600 spaces
Air Cargo Facilities	- Construct new all-cargo facilities totalling 1,897,900 square feet - Construct new belly freight facilities totalling 460,500 square feet
Aviation Support Facilities	- Construct new fuel storage facility with capacity of 4,000,000 gallons
General Aviation Facilities	- Limit general aviation facilities to the southwest side of the Airport and reduce aircraft storage capacity to 320 based aircraft
Transportation and Access	- Construct on-Airport APM - Convert/upgrade Terminal Drive to 2-level roadway - Construct grade separations on Airport Boulevard at Skyport Drive and Airport Boulevard - Construct APM between Airport and Metro/Airport LRT Station

[a]Section 2.3.1 (beginning on page 2-5) of the Final EIR contains a listing and description of all SJC Master Plan projects.

[b]Number of air carrier gates limited to 40 by Section 25.04.300(B)(1) of the San Jose Municipal Code.

[c]Number of public parking spaces limited to 12,700 by Section 25.04.300(B)(3) of the San Jose Municipal Code.

Source: SJC Master Plan, as amended through 03/18/03.

TABLE 2

AMENDMENTS TO THE 1997 SJC MASTER PLAN UPDATE

Amendment Number	Description of Amendment	Amendment Type	Approval Date	CEQA Clearance
1	Interim off-Airport Office Space and Reuse of Vacated On-Airport Space for Air Carrier-related Uses	Minor	June 1998	Airport Master Plan EIR Reuse
2	Expanded Fixed Base Operator (FBO) Leasehold for ACM Aviation	Minor	June 1999	Airport Master Plan EIR Reuse
3	Interim Relocation of Federal Inspection Services (FIS) Facility	Minor	June 1999	Airport Master Plan EIR Reuse
4	Interim Rental Car Ready/Return Facility Consolidation	Minor	April 2000	Airport Master Plan EIR Reuse
5	Terminal Area Development Program Modifications (including terminal, parking garage, and roadway project revisions, as well as associated interim facility changes)	Minor	November 2001	Airport Master Plan EIR Addendum #1
6	94th Aero Squadron Early Lease Termination/Removal and Interim Reuse for Runway Project Cement Plant	Minor	December 2001	Airport Master Plan EIR Reuse
7	Relocation of FAA RTR Facility to North Side of ATCT and Reuse of Existing Site for General Aviation	Minor	February 2002	Airport Master Plan EIR Reuse
8	Automated People Mover (APM) between Airport and Metro/Airport LRT Station	Minor	March 2003	Airport Master Plan Supple-mental EIR

[a]Per Section 25.02.300 of the San Jose Municipal Code, amendments to the Master Plan Update are classified as "minor" or "major". The criteria for defining minor and major amendments are set forth in that same section of the Municipal Code.

ATCT = Air Traffic Control Tower RTR = Remote Transmitter and Receiver

SECTION 3. SCOPE OF THIS ADDENDUM

An existing 6-acre vacant site on the west side of the Airport, bounded by the existing San Jose Jet Center general aviation leasehold, the airfield, the FAA Air Traffic Control Tower leasehold, and the Airport property line, is currently designated in the Airport Master Plan for development as "Air Carrier Facilities/Employee Parking Garage". The Airport proposes to change the intended use of this site to "General Aviation" to allow for future expansion of west side corporate general aviation facilities, accommodating up to 40 additional based aircraft and, in turn, an estimated 14,400 additional annual aircraft operations. The Airport also proposes that the employee parking garage project be deleted from the Master Plan development program and instead designate the existing Terminal A Garage as the primary location for future employee parking upon completion of the planned central terminal and public parking garages.

The proposed changes to the Airport development program would potentially increase the projected number of general aviation aircraft operations (i.e., takeoffs and landings) beyond the level identified in the current Airport Master Plan for the year 2010 by up to 12% (from approximately 320 based aircraft/115,300 general aviation operations to approximately 360 based aircraft/129,700 general aviation operations). Pursuant to the City of San Jose Municipal Code, Chapter 25.02, Part 3, formal City approval of these changes as a "Major Amendment" to the Master Plan is required.

The proposed Major Amendment consists of the following specific components:

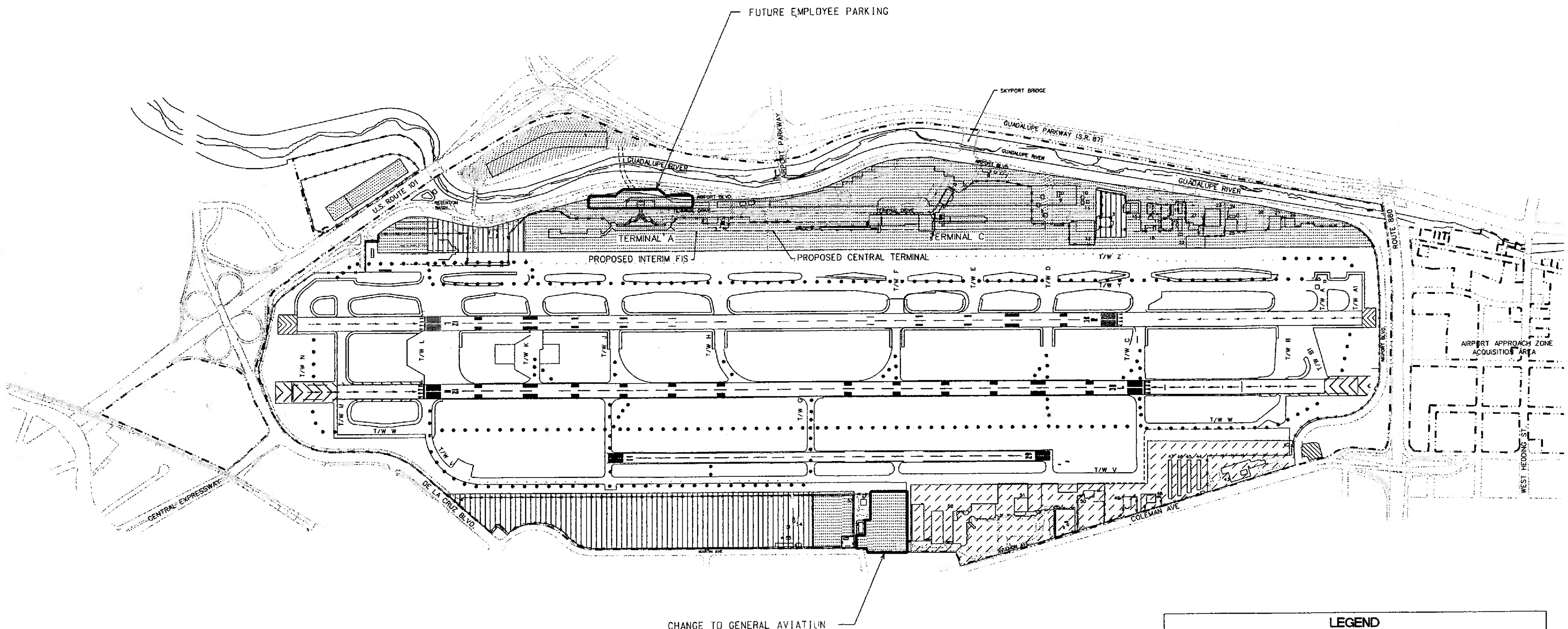
>> Add new "Project G-8": Construct general aviation facilities for up to 40 based aircraft on 6-acre parcel on west side between the existing San Jose Jet Center leasehold and the FAA Air Traffic Control Tower leasehold.

>> Revise "Project T-7" (Construct 2,600-space employee parking garage on west side adjacent to the Air Traffic Control Tower) to Relocate employee parking to existing Terminal A Garage upon completion of new Short Term Public Parking Garage ("Project T-4").

The proposed Airport land use changes are shown on Figure 3 and further discussed below.

Additional Site for General Aviation

The Airport Master Plan calls for a phased reduction in general aviation activity and facilities in order to implement airfield facility improvements, preserve adequate airfield capacity to serve the projected increase in commercial aviation demand (i.e., air passenger and air cargo), and provide additional landside acreage for commercial aviation-related facilities. By the year 2010, all general aviation facilities would be located exclusively on the southwest side of the Airport, from the north end of the existing San Jose Jet Center leasehold on the north to Airport Boulevard on the south. Improvements



LEGEND
AIRPORT BOUNDARY
AIR CARRIER AND SUPPORT FACILITIES
AIR CARGO
GENERAL AVIATION
NON-AVIATION
RUNWAY EXTENSION
TAXIWAY IMPROVEMENTS
DISPLACED THRESHOLD
PAVED BLAST PAD
AIRFIELD OPERATIONS AREA

FIGURE 3

AIRPORT MASTER PLAN UPDATE

San Jose International Airport
City of San Jose

Scale: 1" = 500'

0 500 1000 1500 2000 FT.

NO.	BY	APP	DATE	REVISIONS

ON-AIRPORT LAND USE DRAWING

SHEET 13 OF 13

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to the west side general aviation area would include conversion of non-aviation land uses to general aviation use and a reconfiguration of the layout of facilities and fixed-base operator (FBO) leaseholds to accommodate up to an estimated 320 based aircraft and 115,000 annual general aviation operations.

While general aviation activity overall has been declining both at SJC and nationally as well, the corporate aviation segment of general aviation has been increasing. Corporate aviation is characterized by relatively larger and higher performance general aviation aircraft used for business travel and typically requiring enclosed storage space, transient parking aprons, and FBO services such as fueling. General aviation activity at SJC was conservatively estimated in 1998 to account for 170 jobs at the Airport and $255 million in business revenue. Those figures did not include the significant but more intangible and indirect benefits to Silicon Valley businesses which utilize and rely upon the general aviation services available at the Airport.

The San Jose Jet Center, the largest FBO at the Airport, has expressed an interest in adding the 6-acre vacant site immediately adjacent to its existing 15-acre leasehold for the purpose of expanding its facilities to serve additional corporate aviation demand that is currently or potentially unaccommodated locally. The site, which can be accessed from the existing bulb of Aviation Avenue on the south end and from the Brokaw Road/Martin Avenue intersection on the north end, is the last remaining undeveloped parcel on the west side of the Airport. There is no physical barrier separating the south edge of the parcel from the existing developed improvements of the San Jose Jet Center, while the entire north edge of the parcel is fenced off from the adjacent FAA Air Traffic Control Tower leasehold and the Airport's airfield lighting "regulator vault" structure.

The Airport's assessment is that the 6-acre site could accommodate up to a maximum of 40 based corporate aircraft, in turn potentially generating approximately 14,000 additional aircraft operations per year at SJC. In 2002, aircraft operations at SJC totalled 207,500 (of which 65,800 were by general aviation), and the existing Airport Master Plan forecasts a total of 315,600 aircraft operations by the year 2010 (of which 115,300 would be general aviation).

In recognition of the San Jose Jet Center's expansion interest, and given the Airport's assessment that alternative and more suitable locations for a future employee parking structure exist on the east side of the Airport (see discussion below), the Airport proposes to amend the Airport Master Plan to redesignate the subject 6-acre parcel for general aviation use. Upon City approval of the amendment, the City could proceed with amending its lease with the San Jose Jet Center to allow the FBO to develop and operate the site.

Relocation of Future Employee Parking

The 1997 Airport Master Plan projected a demand for 2,600 Airport employee parking spaces, most of it associated with airline and other airport-related services in the passenger terminal buildings. At present, employee parking is provided in a surface parking lot at the northwest side of the Airport (approximately 1,200 spaces) serviced by shuttle buses, plus a small number of spaces adjacent to the Airport terminal buildings and other facilities on the east side of the Airport. Due to the physical

constraints of the Airport, and the Master Plan's goal to provide on-Airport facilities to adequately accommodate projected commercial aviation demand, all Airport parking requirements (public short and long term, rental car, and employee) would be provided in garage structures. Under the approved Master Plan, a 4-level employee parking garage was designated for development on the subject 6-acre site, with shuttle bus service providing access to and from the employment centers on the east side.

In November 2001, the Airport Master Plan was amended to revise several of the proposed projects in the Airport terminal area (see Amendment #5 in Table 2). Most notably, instead of constructing a new "Terminal B" resulting in three separate terminal buildings, as called for in the 1997 Master Plan, a single "central terminal" would be developed incorporating existing Terminal A and upgraded portions of existing Terminal C along with new centralized passenger ticketing, security, baggage claim, and other processing facilities. In addition, instead of a separate public parking garage for each terminal, the amended Master Plan now provides for all public short term parking to be in one new garage constructed opposite the central portion of the terminal building, public long term parking to be in one new garage constructed on the interim site currently utilized for rental car parking, with rental car parking to be in a garage constructed adjacent to the new public short term garage. Upon completion of those garage projects, the existing 2,200-space Terminal A garage would therefore become available to serve about 85% of the projected employee parking demand. The balance of the employee parking demand can be accommodated in one of the other terminal area garages.

Placing Airport employee parking within the terminal area is clearly preferable to a remote structure on the west side of the Airport. The elimination of the proposed west side employee parking garage project from the Airport Master Plan development program would save an estimated $45 million in capital costs, plus the operational cost of operating shuttle buses between the garage and the central terminal. In turn, the 6-acre west side garage site could be redesignated for general aviation use.

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 amendment to the approved Master Plan Update are limited to the location of various facilities on the Airport itself. The proposed amendment would not develop any portion of the Airport property that is not already planned for development under the approved Master Plan Update. Facilities covered by the proposed amendment are aviation-related and, therefore, are appropriate for location on the Airport. Finally, no component of the proposed amendment would result in the location of facilities in any aviation safety zones such as the Object Free Areas and Runway Protection Zones.

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

When compared to the approved Master Plan Update, the proposed designation of a 6-acre site on the west side of the Airport for general aviation purposes will increase SJC's general aviation capacity by approximately 12%. Specifically, the Airport's capacity to accommodate demand for general aviation, as measured by the number of based aircraft, will increase from 320 to 360.

Projections developed for SJC estimate that there will be a demand for 630 based general aviation aircraft in year 2010. Since the approved Master Plan Update would only provide for 320 based aircraft, this increase in general aviation capacity of 40 based aircraft will slightly alleviate the unmet demand for such facilities.

The proposed amendment would not change the Airport's capacity with regard to commercial operations, such as those by the airlines, commuter carriers, or air cargo operators.

Impacts of Proposed Changes on Traffic Volumes

As discussed above, the proposed amendment to the approved Master Plan Update would increase the Airport's general aviation capacity by approximately 12%. This would, in turn, increase traffic associated with general aviation activities by approximately 12%. The following discussion analyzes the effect of this increase on peak-hour traffic operations at intersections located in the vicinity of the Airport, per the methodology utilized in the Master Plan EIR.

The traffic analysis completed for the 1997 Master Plan EIR projects that the total P.M. peak-hour traffic volume associated with Airport-related traffic would be 6,949 vehicle trips in 2010.[1] Of this total, 222 trips would be related to general aviation.[2] A 12% increase in traffic associated with

[1]For this analysis, P.M. peak-hour traffic trips are used because they are higher than A.M. peak-hour traffic trips and, therefore, is a more conservative assessment.

[2]See Appendix 3.3.A of the 1997 Master Plan EIR.

general aviation would mean 27 additional trips, which equates to approximately a 0.38% increase in Airport-related traffic.

These 27 additional P.M. peak-hour trips would be a very small fraction (i.e., well under 0.38%) of total (i.e., Airport + non-Airport) peak-hour traffic trips through the various intersections located in the vicinity of the Airport. This minimal increase would not result in a notable change in the projected peak-hour levels of service at any of the 32 study intersections analyzed in the SJC Master Plan EIR.

The component of the proposed amendment that would relocate employee parking from the west side to the east side of the Airport would not change projected traffic volumes because the number of Airport employees would remain the same. However, by relocating employee parking adjacent to the airport terminal (i.e., the job site for the majority of Airport employees), the need for a shuttle bus system to transport employees between a west side parking facility and the east side employment centers would be eliminated. This would result in a slight decrease in on-Airport traffic volumes.

Although the number of employee vehicle trips would not change, moving the employee parking to the east side of the Airport would relocate employee trips to the roadways and intersections on the east side as well. Of 6,949 P.M. peak-hour Airport trips projected for 2010, 159 trips (2%) will be employee-related.[3] Thus, 159 peak-hour trips that would have passed through intersections of the west side of the Airport would, under the proposed amendment, pass through intersections of the east side of the Airport. The shift in trips would result in slightly less traffic on the west side of the Airport and slightly more traffic on the east side of the Airport.

The effect of adding 159 P.M. peak-hour trips to the traffic volumes projected for the intersections located on the east side of the Airport would not be significant. The reasons for this conclusion are as follows: 1) the 159 trips represents a small and insignificant (i.e., roughly 1%) increase in projected 2010 traffic volumes through these intersections, and 2) the City has approved a major project to increase traffic capacity at this location. The approved improvements include constructing a new 2-level roadway system and eliminating traffic signals by constructing grade separations. Thus, there will be available capacity to accommodate these employee trips.

Impacts of Proposed Changes on Parking

The proposed amendment to the approved Master Plan Update will not affect the demand for, or the supply of, public parking and rental car parking. The amendment would, however, affect employee parking by relocating it from the west side to the east side of the Airport. As described above, from a traffic circulation perspective, this relocation would be beneficial since it would eliminate the need for an employee shuttle bus system.

[3]See Appendix 3.3.A of the 1997 Master Plan EIR.

As discussed on page 10, the existing Terminal A public parking garage, which has a capacity of approximately 2,200 spaces, will be available for employee parking in the future when a planned new public parking garage is constructed. Although the 2,200-space garage would not fully accommodate the projected employee demand of 2,600 spaces, the unmet demand of 400 spaces will be accommodated in one or more of the other terminal area garages.[4]

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.

4.4 AIR QUALITY

As discussed above, the proposed amendment to the approved Master Plan Update would increase the Airport's general aviation capacity by approximately 12%. This would, in turn, increase emissions associated with general aviation activities. The following discussion quantifies the increase in emissions in accordance with the methodology utilized in the Master Plan EIR.

In the 1997 Master Plan EIR, emissions related to Airport activities under the approved Airport Master Plan were quantified for year 2010 for carbon monoxide (CO), reactive organic gases (ROG), and nitrogen oxides (NOx).[5] The calculations took into account all aspects of Airport activities including aircraft operations, ground traffic, ground support equipment, fuel storage and handling, building energy use, and construction activities. For aircraft operations, emissions were quantified based on emission factors per landing-takeoff (LTO) cycle in accordance with procedures promulgated by the U.S. Environmental Protection Agency (EPA).

To quantify the emissions associated with the additional 14,400 annual general aviation aircraft operations that would be allowed under the proposed amendment, emission factors per LTO were multiplied by the projected additional number of LTOs (i.e., 7,200) to arrive at total emissions per year. This number was then divided by 365 to arrive at emissions per annual-average day, so that the results could be compared to those contained in the 1997 Master Plan EIR. The results of this analysis are shown in Table 3.

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[4]This analysis is conservative because the demand of 2,600 employee parking spaces was based on an assumption made in the early 1990s that most Airport employees would drive to their jobs. Since that time, planning for transit improvement projects at and adjacent to the Airport has significantly advanced. Planned projects include a BART extension and an APM. These project will have the effect of reducing the demand for on-Airport employee parking.

[5]Emissions for other pollutants were quantified as well, but CO, ROG, and NOx are the three criteria pollutants of primary concern in the San Francisco Bay Area due to exceedance of Federal and/or State standards for such.

TABLE 3

PROJECTED DAILY AIR POLLUTANT EMISSIONS ASSOCIATED WITH 14,400 ADDITIONAL ANNUAL CORPORATE JET GENERAL AVIATION OPERATIONS

	Reactive Organic Gases	Carbon Monoxide	Nitrogen Oxides
Emissions per LTO Cycle[a]	1.9 lbs.	5.5 lbs.	1.0 lbs.
Total Daily Emissions for the Additional G.A. Operations[b]	38.0 lbs.	109.3	20.3
Total Daily Emissions at SJC in 2010[c]	1,847 lbs.	12,341 lbs.	6,908 lbs.
% Increase in Total Daily Emissions due to Additional G.A. Operations	2.1%	0.9%	0.3%

[a]Source: "Air Quality Analysis Data and Methodology", Appendix 3.4.A of 1997 Master Plan EIR.

[b]Per the 1997 Master Plan, each general aviation aircraft based at SJC is projected to have an average of 360 operations each year, which is equivalent to 180 LTOs. Average daily LTOs due to the 40 additional aircraft is calculated as follows:

40 aircraft x 180 annual LTOs / 365 days = 19.7 average daily LTOs

[c]From Table 3.4.10 of the 1997 Master Plan EIR

The data in Table 3 indicate that the increase in average daily emissions due to the additional 14,400 general aviation aircraft operations would not be substantial in the context of total daily emissions at the Airport. It should also be noted that the daily increase in emissions is below the thresholds of significance established by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD thresholds are 550 pounds per day for carbon monoxide, 80 pounds per day for hydrocarbons/ROG, and 80 pounds per day for nitrogen oxides.

The relocation of employee parking from the west side to the east side of the Airport would not result in a notable change in emissions because the number of employee vehicle trips would not change. There would, however, be some reduction in emissions due to the fact that an employee shuttle bus system would no longer be required.

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 primary effect of the proposed amendment to the approved Master Plan Update with regard to noise would be increases in noise associated with the landings and takeoffs by the 40 additional based aircraft. As part of the preparation of this Addendum, a noise analysis was undertaken to quantify this increase in noise and to determine whether the increase would be significant. A copy of the noise analysis is attached to this Addendum as Appendix A.

For consistency, and in accordance with state and federal regulations, the noise analysis utilized the same methodology and thresholds as those contained in the 1997 Master Plan EIR, as updated by the 2003 Master Plan Supplemental EIR. This involved the use of the FAA's Integrated Noise Model (INM), which is the tool employed for airport noise analyses. Using the INM database, projected numbers of operations, and factors related to runway usage and flight tracks at SJC, the noise that would be produced by the additional general aviation operations was quantified. To be conservative, it was assumed that all of the additional operations would be by corporate jets; this assumption produces higher noise levels than if a mix of jet and propeller aircraft were assumed.

Noise levels produced by the additional general aviation operations were added to overall noise levels for 2010 for the approved Master Plan Update. This process was undertaken for each of the 20 reference grid point locations located in the vicinity of SJC. These locations are listed in Table 4 and are the same as those used in the 1997 EIR and 2003 Supplemental EIR.

The results of the noise analysis are shown in Table 5. The data in Table 5 indicate that the increase in the CNEL at the 20 reference grid locations due to the additional aircraft operations would range from a low of zero decibels to a high of 0.2 decibels. These increases are substantially below the most restrictive of the noise thresholds of significance utilized in the EIR and Supplemental EIR, which is an increase of 1.5 decibels. The projected 2010 CNEL contours with the additional general aviation operations are shown on Figure 4. These contours are virtually identical to the contours without the additional general aviation operations, such contours shown on Figure 14 of the 2003 Master Plan Supplemental EIR.

Approval of the proposed amendment would not introduce any types of aircraft to SJC that are not already in current use at the Airport. The majority of the additional aircraft are expected to be those commonly in use and typically referred to as "corporate" or "business" jets. Examples include various models of Learjets, Cessna Citation jets, Dassault Falcon jets, and Gulfstream jets.

The relocation of employee parking from the west side of the Airport to the existing Terminal A parking garage would not change overall traffic volumes and would have an imperceptible effect on the noise environment.

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, as updated in the 2003 SJC Master Plan Update Supplemental EIR.

TABLE 4

REFERENCE GRID LOCATIONS

Reference Number	Location/Land Use	City
1	RMS 10 - Residential	Santa Clara
2	RMS 11 - Residential	Santa Clara
3	Agnew Park - SW corner Agnew Rd/Cheeney St.	Santa Clara
4	Convalescent Hospital - North side Clyde Ave. @ Loch Lomond St.	Santa Clara
5	RMS 5 - Vacant (Airport land, adjacent to Guadalupe River Park)	San Jose
6	Heritage Rose Garden - SE corner Taylor St./Spring St. (Airport land)	San Jose
7	Performing Arts Center - SW Corner Almaden Blvd./Park Ave.	San Jose
8	RMS 8 - Montague School/Park	Santa Clara
9	RMS 9 - Agnews State Hospital	Santa Clara
10	RMS 14 - Fairway Glen Park/Hughes School	Santa Clara
11	RMS 1 - Washington School	San Jose
12	RMS 4 - Bellarmine School	San Jose
13	RMS 13 - Residential	San Jose
14	Alviso Community Ctr - SE corner San Jose Alviso Rd./Liberty St.	San Jose
15	Cottage Trailer Grove - SW corner Monterey Hwy./San Jose Ave.	San Jose
16	Agnews State Hospital - SW Corner Lick Mill Rd./Lick Mill Blvd.	Santa Clara
17	Bachrodt School - SE corner Sonora Ave./Forrestal Ave.	San Jose
18	Hester School - SW Corner The Alameda/Pershing Ave.	San Jose
19	Ryland Park - SW corner N. First St./Fox Ave.	San Jose
20	Lamplighter Trailer Park - SW of SR 237 and N. First St.	San Jose

RMS = Remote Monitoring Site, part of SJC's Aircraft Noise & Operations Monitoring System

TABLE 5

IMPACT OF AMENDMENT ON CNEL VALUES

Reference Location	Master Plan Year 2010	Master Plan 2010 + Proposed Amendment	Change
1	70.2	70.3	+ 0.1
2	67.9	68.0	+ 0.1
3	69.6	69.8	+ 0.2
4	67.2	67.3	+ 0.1
5	69.5	69.6	+ 0.1
6	68.3	68.4	+ 0.1
7	67.6	67.7	+ 0.1
8	66.4	66.6	+ 0.2
9	65.1	65.2	+ 0.1
10	63.1	63.2	+ 0.1
11	65.8	65.9	+ 0.1
12	60.1	60.2	+ 0.1
13	67.0	67.1	+ 0.1
14	61.7	61.8	+ 0.1
15	63.5	63.5	0
16	59.0	59.1	+ 0.1
17	61.1	61.3	+ 0.2
18	55.6	55.7	+ 0.1
19	58.9	59.0	+ 0.1
20	60.9	61.0	+ 0.1

Reference grid locations are listed in Table 4.

Source: Brown-Buntin Associates, December 2002.

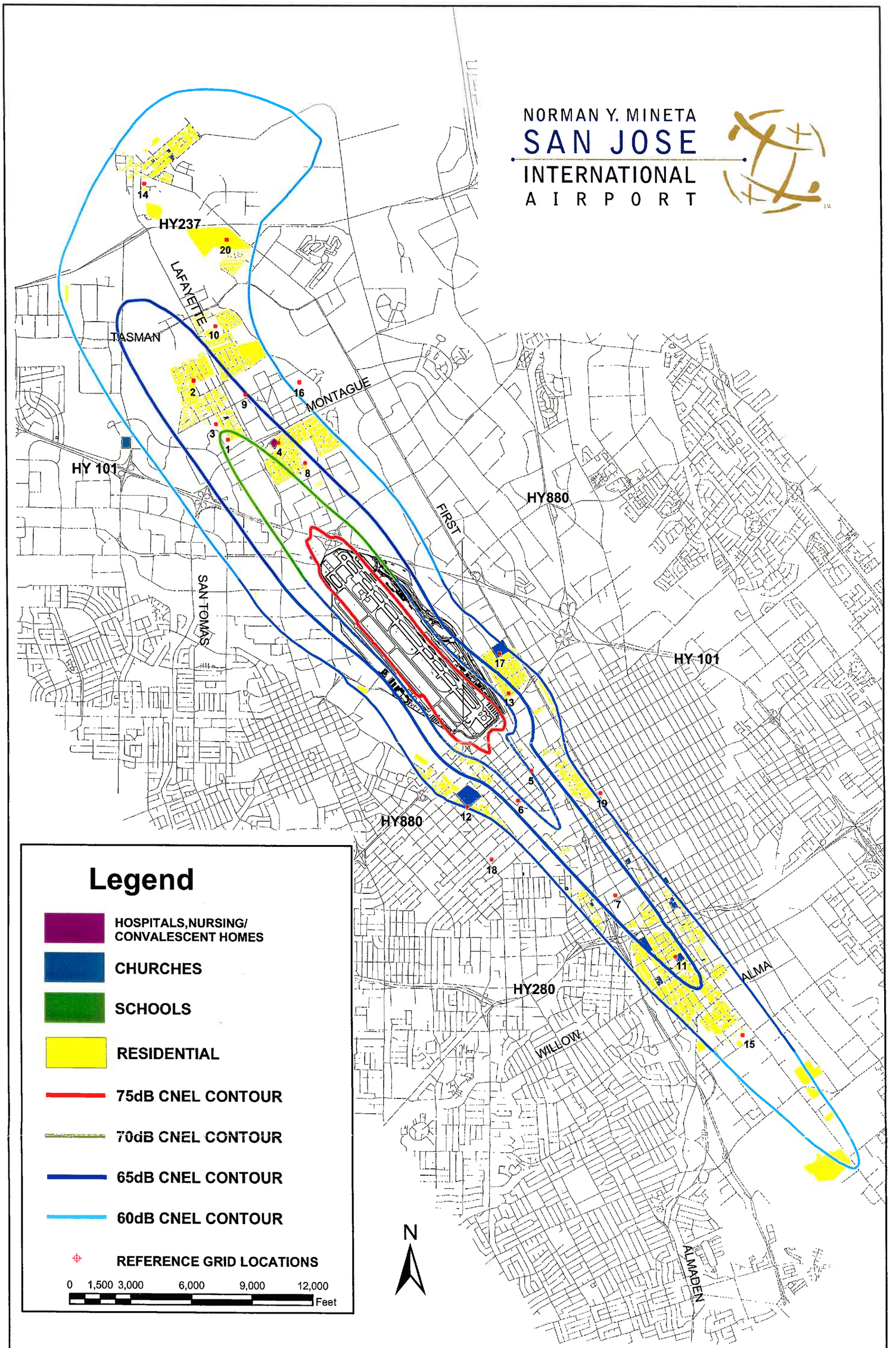

FIGURE 4

CNEL CONTOURS FOR 2010 MASTER PLAN WITH AMENDMENT

SERVING SAN JOSE SINCE 1945

NORMAN Y. MINETA SAN JOSE INTERNATIONAL AIRPORT

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.

The redesignation of the 6-acre parcel on the west side of the Airport for general aviation would not increase the amount of impervious surfaces at the Airport, when compared to that which would already occur under the approved Master Plan Update. This conclusion is based on the fact that the 6-acre site was already designated for a parking facility.

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.

The redesignation of the 6-acre parcel on the west side of the Airport for general aviation would not change the amount or type of biological impacts at the Airport, when compared to that which would already occur under the approved Master Plan Update. This conclusion is based on the fact that the 6-acre site was already designated for a parking facility.

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 expansion of general aviation facilities - will result in a relatively minor increase in 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 an employee shuttle bus system since the employee lot will be located adjacent to the employment centers on the east side of the Airport.

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 approved Master Plan Update designates a 4-story parking garage on the vacant 6-acre site that is the subject of this analysis. The proposed amendment would eliminate the future parking garage at this location and general aviation facilities would be constructed in its place. The general aviation facilities would not be as tall or large in mass as the parking garage. Therefore, compared to the approved Master Plan Update, the amendment would result in slightly less of an aesthetic impact.

Moving employee parking to the Terminal A parking garage would not result in a new aesthetic impact since that facility currently exists.

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.

4.11 PUBLIC SERVICES AND UTILITIES

The proposed changes to the approved Master Plan Update would result in general aviation facilities being constructed on a 6-acre site located adjacent to existing general aviation facilities. This area is currently served by all required utilities. The proposed amendment would not require the extension or expansion public service and/or utility systems.

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 amendment would result in a relatively small overall increase in the use of aircraft fuel at the Airport, mostly likely jet fuel (commonly referred to as "Jet A"). There are a number of existing aviation fuel storage facilities located at the Airport that serve the demand for such fuels. This includes three 20,000-gallon underground fuel storage tanks located on the San Jose Jet Center leasehold, which is adjacent to the subject 6-acre parcel. If existing fuel storage facilities are determined to be inadequate to meet the demand associated with 40 additional aircraft, those facilities will be expanded. Any and all new facilities would comply with the latest requirements associated with leak and spill prevention, vapor recovery, fire safety, etc.

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 amendment would have no effect on existing flight tracks, regulations regarding airspace usage, or any other facet of air safety. The additional based aircraft would implement the same procedures regarding flight operations as aircraft already conducting operations at SJC.

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 modifications to the general aviation and employee parking 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

John Hesler, Senior Environmental Specialist, David J. Powers & Associates

Bob Brown, President/Airport Noise Specialist, Brown-Buntin Associates

Stephanie Grotton, Graphic Artist, David J. Powers & Associates

APPENDIX

A

AIRCRAFT

NOISE

ANALYSIS

The noise analysis on the following pages is a summary report that utilizes the methodologies employed for the Master Plan Update EIR and Supplemental EIR. For a detailed description and discussion of these methodologies, refer to Appendix 3.5.A of the 1997 EIR and Appendix E of the 2003 Supplemental EIR.

BBA

BROWN • BUNTIN
ASSOCIATES, INC.

March 19, 2003

Mr. John Hesler
DAVID J. POWERS & ASSOCIATES
1885 The Alameda, Suite 204
San Jose, California 95126

RE: FINAL REPORT ON REVISED ANALYSIS OF THE PROPOSED SAN JOSE JET CENTER EXPANSION AT SJIA

Dear John:

As requested, Brown-Buntin Associates, Inc. (BBA) has completed a revised analysis of the aircraft noise-related implications of the proposed expansion of the San Jose Jet Center. Following is a summary of our noise analysis methodology, aircraft operational assumptions and findings.

The basic noise assessment methodology consisted of adding project-related aircraft operations to the aircraft fleet mix used to model future (2010) aircraft operations with the runway expansion project. The baseline for the analysis was the "2010 Project Case" scenario presented in the SJIA Master Plan Update SEIR document.

It is BBA's understanding that the San Jose Jet Center expansion would add 40 based aircraft at SJIA. According to City Airport staff, it is very likely that the additional aircraft would all be corporate jet (business jet) aircraft. Using the assumption that each based aircraft would generate 360 operations per year, the proposed expansion would add 14,400 business jet operations per year (an average of 39.5 operations/day).

The specific types of business jet aircraft that would be added with the expansion project are unknown at this time. However, City Airport staff believes that the additional aircraft could represent the "high end" of the business jet fleet, including the larger Gulfstream, Canadair, Learjet and Dassault Falcon aircraft. For noise modeling purposes, BBA selected an aircraft fleet mix of 60% Lear 35, 30% Gulfstream IV and 10% "older technology" business jet aircraft. The aircraft designations from the INM Version 6.0c database for these aircraft are LEAR35, GIV and COMJET,

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respectively. It is BBA's opinion that the use of the COMJET aircraft designation produces a conservative (worst-case) assessment of potential project-related noise impacts, since the COMJET represents noise produced by the older and noisier business jets still in use around the United States. The LEAR35 and GIV represent the newer and quieter business jet aircraft currently being manufactured and in more common use. Table I summarizes the aircraft operations modeled for the revised analysis.

Table II summarizes the noise impacts of the proposed San Jose Jet Center expansion as quantified by Version 6.0c of the INM at the twenty (20) grid points used for noise impact assessment purposes in the SJIA Master Plan Update EIR/EIS and SEIR documents. The last column of the table shows that project-related increases in noise exposure would range from 0 to 0.2 dB CNEL. Such increases are *insignificant* from a noise impact assessment perspective (i.e., they are less than the +1.5 dB criterion applied by the FAA).

Please do not hesitate to call me in Visalia at (559) 627-4923 if there are questions or additional information is required.

Sincerely,

Robert E. Brown
President

REB:dm

Attachments: Tables I & II

TABLE I

SUMMARY OF AVERAGE AIRCRAFT OPERATIONS DATA
PROPOSED SAN JOSE JET CENTER EXPANSION
- YEAR 2010 -

Aircraft Type Description	INM Designation[1]	Average Daily Operations[2]
A-319/320	A320	40.0
A-300/310	A300	3.0
B-727-100/200	727EM2	4.4
B-737-100/200	737N17	5.0
B-737-300+	737700	257.6
B-757	757PW/757RR	51.0
B-767	767300	12.0
DC-9	DC93LW	0.6
DC-10	DC1030	2.0
MD-11/B-777	777200	14.0
MD-80/90	MD83	81.0
CRJ/ERJ	CL601	56.0
Commuter Turboprop	EMB120	6.0
Large Stage 2 Corp. Jet	GIIB	5.8
Medium/Small Stage 2 Corp. Jet	COMJET	12.5
Large Stage 3 Corp. Jet	GIV	23.4
Medium/Small Stage 3 Corp. Jet	LEAR35	94.1
GA Twin Turboprop	CNA441	37.0
GA Twin Piston Prop.	BEC58P	30.3
GA Single Prop.	COMSEP	158.4
Helicopter	B206L	10.0
Total Daily Operations		904.1
Annual Operations		330,000

[1]INM Version 6.0c database
[2]Operations include both landings and takeoffs

Sources: City of San Jose
Brown-Buntin Associates, Inc.

TABLE II
PROJECT-RELATED NOISE LEVEL CHANGES
PROPOSED SAN JOSE JET CENTER EXPANSION
SAN JOSE INTERNATIONAL AIRPORT

	Aircraft CNEL, dB		
Reference Grid Point[1]	Baseline 2010 - Project Case[2]	Project 2010 - w/Expansion[3]	Change
1	70.2	70.3	+0.1
2	67.9	68.0	+0.1
3	69.6	69.8	+0.2
4	67.2	67.3	+0.1
5	69.5	69.6	+0.1
6	68.3	68.4	+0.1
7	67.6	67.7	+0.1
8	66.4	66.6	+0.2
9	65.1	65.2	+0.1
10	63.1	63.2	+0.1
11	65.8	65.9	+0.1
12	60.1	60.2	+0.1
13	67.0	67.1	+0.1
14	61.7	61.8	+0.1
15	63.5	63.5	-0-
16	59.0	59.1	+0.1
17	61.1	61.3	+0.2
18	55.6	55.7	+0.1
19	58.9	59.0	+0.1
20	60.9	61.0	+0.1

[1]Reference grid locations are the same as those used in the SJIA Master Plan Update EIR/EIS and SEIR documents.
[2]This is the same condition represented by the "2010 Project Case" scenario in the SJIA Plan Update SEIR document.
[3]With the addition of 14,400 annual business jet operations.

Source: Brown-Buntin Associates, Inc.