

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

**FOURTH**  
**ADDENDUM TO THE**  
**ENVIRONMENTAL IMPACT REPORT**

**CITY OF SAN JOSÉ**

**NOVEMBER 5, 2004**

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## SECTION 1. INTRODUCTION

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This document is an Addendum to an Environmental Impact Report (EIR) on the Master Plan Update (the "Airport Master Plan") for the Norman Y. Mineta San José International Airport (SJC), which EIR was certified in June 1997, and updated with a Supplemental EIR that was certified in January 2003.

The purpose of this Addendum is to disclose the environmental impacts associated with two proposed changes to the Airport Master Plan, which was approved in 1997. The two proposed changes are as follows:

- ➔ Lease of a 52-acre off-Airport site to allow for the temporary relocation of employee parking and rental car facilities as well as construction staging
- ➔ Change in the maximum allowable size of the passenger terminal facilities from 1,075,000 square feet (sq.ft.) to 1,700,000 sq.ft.

Under Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an Addendum to a previously-certified EIR may be prepared by the Lead Agency when a proposed change will not lead to a new significant effect or a significant effect being substantially more severe than shown in the previous EIR. [Note: If an analysis were to show a new significant effect or that a significant effect *would* be substantially more severe than shown in the previous EIR, then a Subsequent or Supplemental EIR would be required (i.e., an Addendum would not comply with CEQA).]

## **SECTION 2. OVERVIEW OF THE SAN JOSÉ INTERNATIONAL AIRPORT MASTER PLAN UPDATE**

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### **2.1 DEVELOPMENT AND APPROVAL OF THE MASTER PLAN UPDATE**

SJC is one of the three primary airports that serve the San Francisco Bay Area. The Airport, which is owned and operated by the City of San José, 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 José City Council on June 10, 1997. A Supplemental EIR, which updated the noise analysis and addressed the effects of an APM, was certified in 2003.

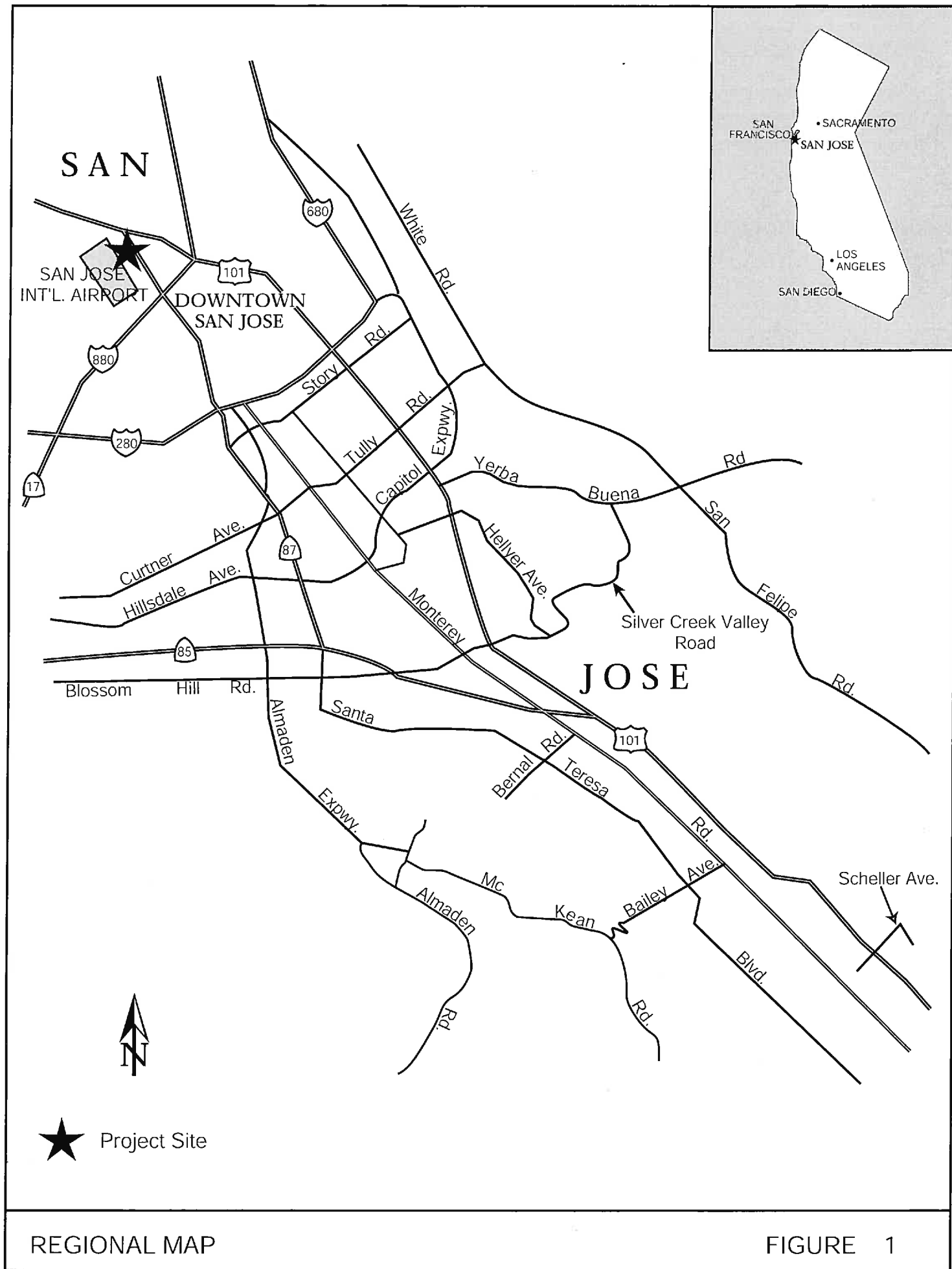
The approved SJC Master Plan Update consists of a comprehensive and integrated package of improvements to airside and landside facilities at SJC, such improved facilities having the design capacity to fully accommodate the 2010 forecast demand for air passenger and air cargo service in a comfortable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

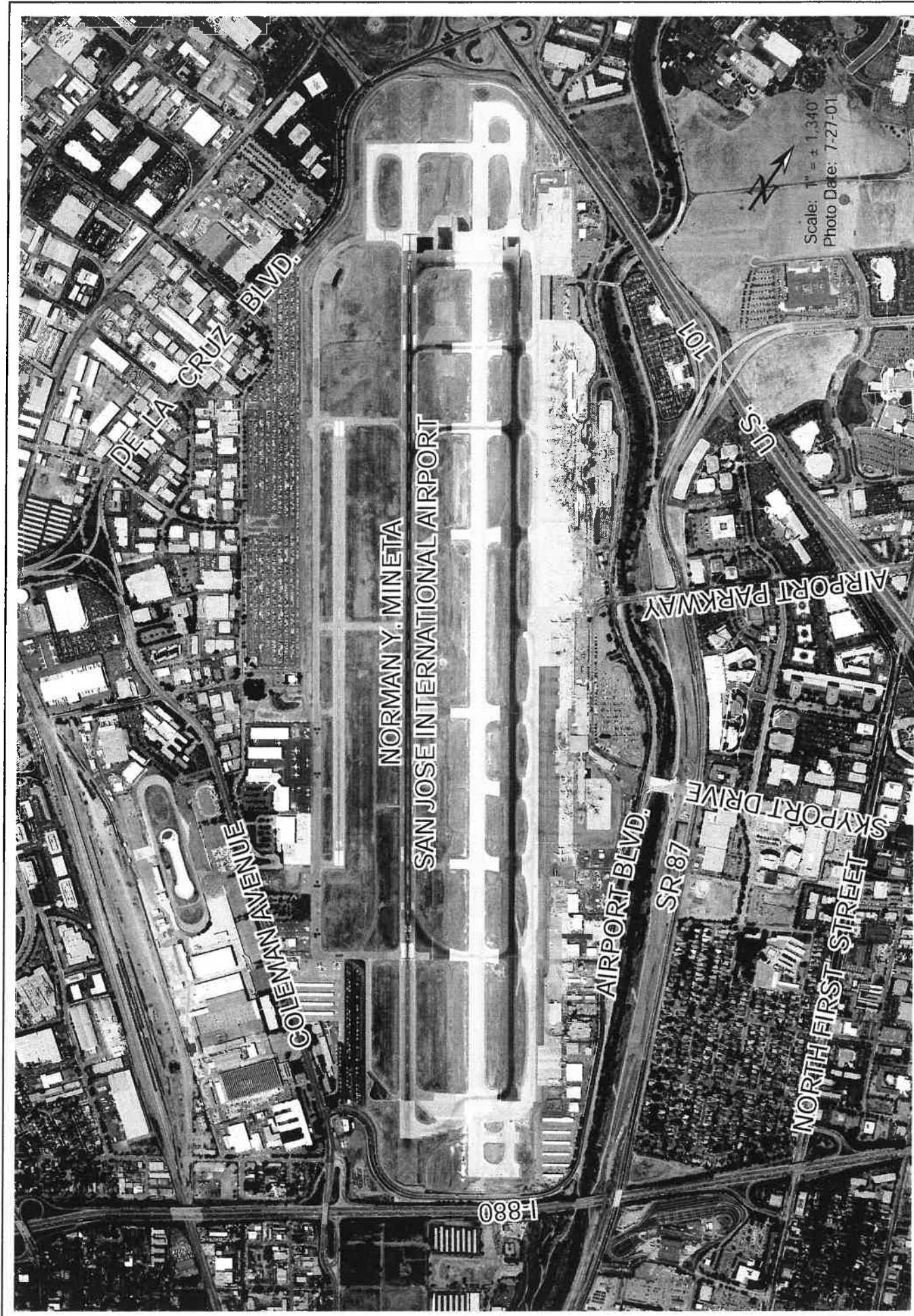
### **2.2 IMPLEMENTATION OF THE MASTER PLAN UPDATE: 1997 - 2004**

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/lengthening of Runway 12R/30L to 11,000 feet. Construction of various improvements to the on-Airport roadway system have also been completed. Current construction activities include additional roadway improvements and the new North Concourse.

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

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VICINITY MAP

FIGURE 2

**T A B L E    1**

**SUMMARY OF KEY PROJECTS IN THE APPROVED SJC MASTER PLAN UPDATE<sup>a</sup>**

<b>Project Type</b>	<b>Description of Project</b>
<b>Airfield Improvements</b>	<ul style="list-style-type: none"> <li>- Reconstruct/lengthen Runway 12L/30R to 11,050 feet</li> <li>- Reconstruct/lengthen Runway 12R/30L to 11,000 feet</li> </ul>
<b>Passenger Terminals</b>	- Modify existing terminals to create centralized passenger terminal with 49 air carrier gates and 1,075,000 square feet <sup>b</sup>
<b>Public Parking Facilities</b>	- Construct parking garages with 16,200 spaces <sup>c</sup>
<b>Rental Car Facilities</b>	- Construct consolidated 10-level parking garage with 10,000 spaces, including 2,000 ready/return spaces
<b>Employee Parking Facilities</b>	- Construct parking garage with 2,600 spaces
<b>Air Cargo Facilities</b>	<ul style="list-style-type: none"> <li>- Construct new all-cargo facilities totaling 1,897,900 square feet</li> <li>- Construct new belly freight facilities totaling 460,500 square feet</li> </ul>
<b>Aviation Support Facilities</b>	- Construct new fuel storage facility with capacity of 4,000,000 gallons
<b>General Aviation Facilities</b>	- Limit general aviation facilities to the southwest side of the Airport and reduce aircraft storage capacity to 360 based aircraft
<b>Transportation and Access</b>	<ul style="list-style-type: none"> <li>- Construct on-Airport APM</li> <li>- Convert/upgrade Terminal Drive to 2-level roadway</li> <li>- Construct grade separations on Airport Boulevard at Skyport Drive and Airport Boulevard</li> <li>- Construct APM between Airport and Metro/Airport LRT Station</li> </ul>

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

<sup>b</sup>Number of air carrier gates limited to 40 by Section 25.04.300(B)(1) of the San José Municipal Code.

<sup>c</sup>Number of public parking spaces limited to 12,700 by Section 25.04.300(B)(3) of the San José Municipal Code.

**Source:** SJC Master Plan, as amended through 10/21/03.



# 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 Supplemental EIR
9	Additional General Aviation Facilities on west side of Airport & Designate Employee Parking as ultimate use in Terminal A Parking Garage	Major	April 2003	Airport Master Plan EIR Addendum #2
10	Off-Airport Construction Staging & Change in Designated Location of Future Airline Maintenance/Equipment Storage Facilities	Minor	June 2003	Airport Master Plan EIR Reuse

<sup>a</sup>Per Section 25.02.300 of the San José 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**

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As stated on page 1, the City is contemplating two proposed modifications to the approved Airport Master Plan: 1) Lease of a 52-acre off-Airport site to allow for the temporary relocation of employee parking and rental car facilities as well as construction staging; and 2) Change in the maximum allowable size of the passenger terminal facilities from 1,075,000 sq.ft. to 1,700,000 sq.ft.

### **3.1 LEASE OF 52-ACRE OFF-AIRPORT SITE**

The Airport proposes to lease a 52-acre site adjacent to SJC for the purpose of temporarily relocating employee parking and rental car facilities, as well as providing a location for construction staging/laydown by various contractors. The 52-acre site to be leased by the Airport is located on the west side of Coleman Avenue (see Figure 3) and is part of what is commonly referred to as the "former FMC property". Pursuant to City Council actions on May 18 and August 24, 2004, the City of San José is in the final stages of purchasing this site from the FMC Corporation, along with an adjacent 23 acres that are not part of the proposed lease.

The Airport has developed a conceptual layout for the interim use of the 52-acres (see Figure 4) and the following text provides a description of those uses.

#### **Interim Construction Staging**

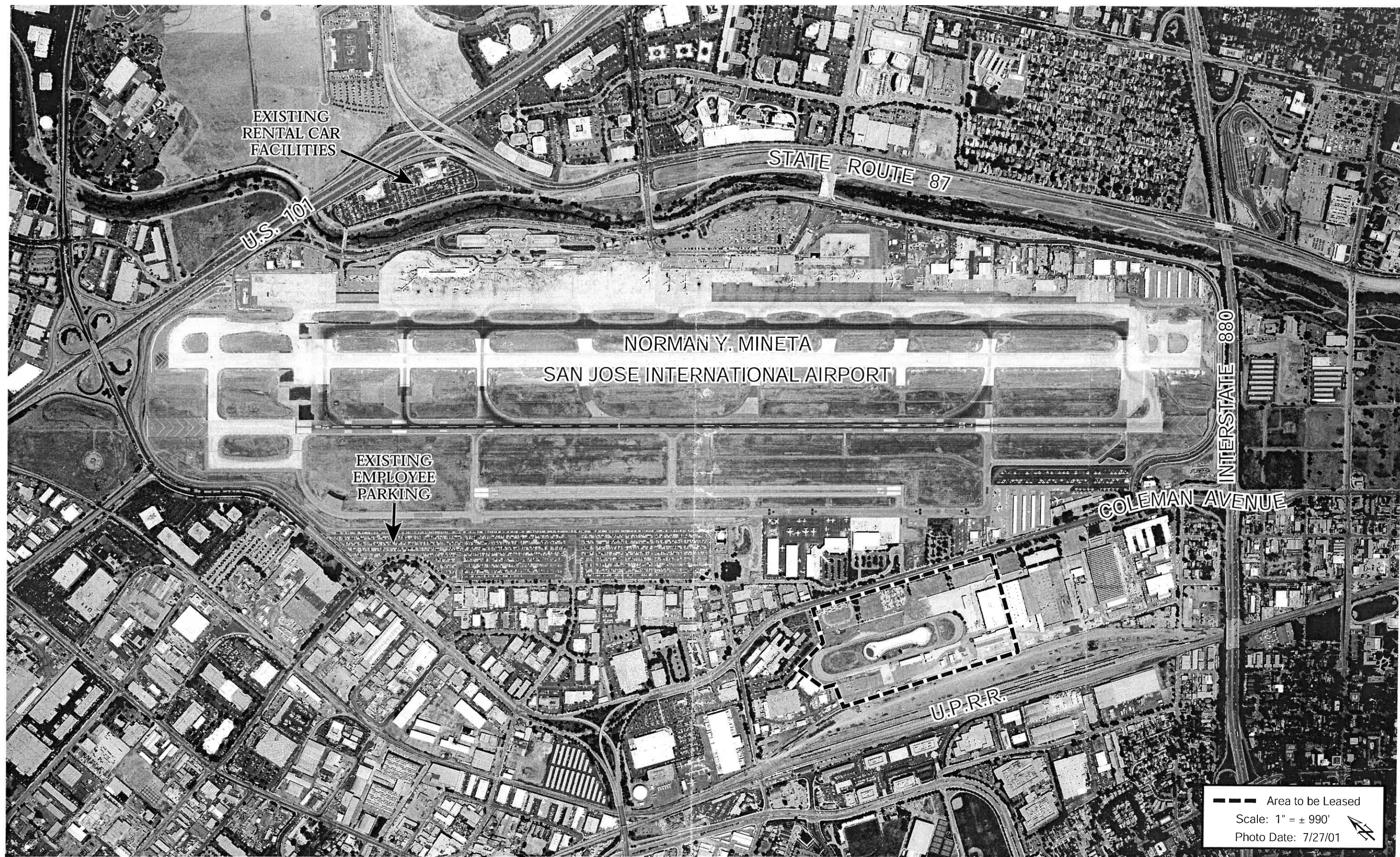
The Airport's severe space constraints and daily operational requirements present logistical problems for the construction of Master Plan projects in terms of available locations for construction materials storage/assembly, contractor field offices, and construction worker parking. Adequate sites immediately adjacent to on-Airport project sites aren't readily available, and the two sites currently designated for interim construction staging/support (one on-Airport on a portion of the vacant parcel across U.S. 101 and one off-Airport in the Guadalupe Gardens along Coleman Avenue) do not meet all the optimal operational characteristics to support major Airport construction such as the North Concourse and subsequent components of the Central Terminal and garage projects.

Consequently, the Airport proposes to utilize approximately eight acres of the former FMC property for interim construction staging. The preferred site is at the southern end of the proposed 52-acre leasehold and includes a vacant 89,000 sq.ft. warehouse suitable for interior material storage and assembly, open paved areas, and an access driveway off Coleman Avenue. The use of this site for Airport project construction staging will have cost benefits for construction projects and, in combination with other designated sites, will provide the City with sufficient support space for implementation of Airport Master Plan projects.

#### **Interim Relocation of Rental Car Facilities**

On-Airport rental car facilities currently consist of the interim ready/return parking and processing lot on the east side of the Guadalupe River (shown on Figure 3) and several service facility and

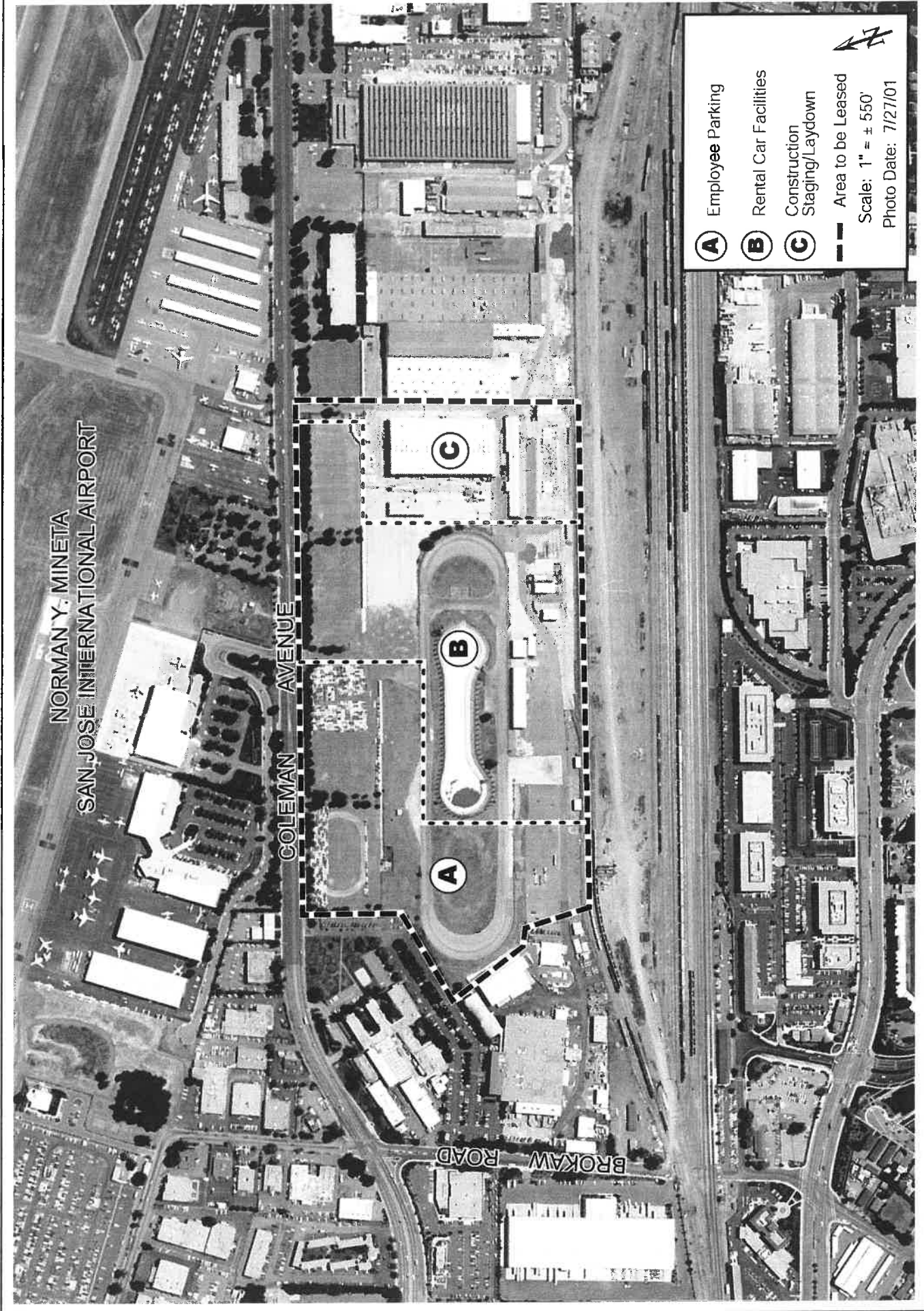




AERIAL PHOTO

FIGURE 3





CONCEPTUAL SITE PLAN

FIGURE 4

storage lots adjacent to the airfield at the north end of Airport Boulevard. Rental car companies also maintain off-Airport sites for vehicle storage and servicing. Under the approved *Master Plan Update*, future rental car facilities would be expanded and consolidated into one high-rise garage and service facility adjacent to the future Central Terminal.

With the availability to lease the former FMC property, the Airport proposes to relocate all the existing on-Airport rental car operations until completion of the Master Plan rental car facility. The preferred site for the interim relocation would be the bulk of the middle of the proposed 52-acre Airport leasehold, most of which is already paved and accessed from the driveway at the signalized Coleman Avenue/Aviation Avenue intersection. The existing shuttle bus system for rental car customers would be maintained. The Airport would conduct most of the basic site preparation, and the rental car companies would design and develop their individual interim facilities under their Airport concession agreements.

Although more distant from the Airport terminal area, the former FMC property would provide rental car companies with a larger site and the opportunity to better consolidate ready/return, servicing, and storage facilities in one location. In turn, the significant benefit to the Airport Master Plan implementation program is to have the existing rental car ready/return lot vacated and available for interim relocation of the Terminal C public parking lot when that lot is displaced by Central Terminal garage and roadway construction.

### **Interim Relocation of Employee Parking**

Airport employee parking is currently located in the interim parking lot on the northwest side of the Airport (shown on Figure 3) and is shared with public long-term parking. The west side lot is close to full utilization, thus constraining the Airport's ability to serve anticipated employee and public parking demand until completion of the Master Plan's new public parking garages in the terminal area. Under the Airport Master Plan, as previously amended, employee parking would ultimately be located in the existing Terminal A Garage after the public parking in that garage is relocated to the new Central Terminal garage.

The preferred site for the interim relocation of employee parking at the former FMC property would be 14-15 acres in the northern portion of the proposed 52-acre Airport leasehold, much of which is already paved and also accessed from the driveway at the signalized Coleman Avenue/Aviation Avenue intersection. The existing employee parking shuttle bus system would be maintained. The site would also accommodate the existing airline employee parking that is provided by a commercial tenant on the FMC property.

The proposed interim relocation of employee parking would allow the existing west side parking lot, with some minor reconfiguration, to be totally utilized for interim public long-term parking, thus better accommodating some of the anticipated growth in passenger demand until the Master Plan's public long-term parking garage is constructed.

The development of the site with these interim uses will require modifications to various existing facilities on the FMC site. The existing facilities consist of buildings, surface parking lots, and a test track, all of which were part of FMC's industrial/manufacturing operations that ceased in 1998. The project will entail the removal of most of the buildings, the grading/paving of the test track area, the reconfiguration of parking lots, the reconfiguration of on-site circulation, modifications to existing utilities, and the installation of modular buildings. Lighting, fencing, gates, and other ancillary features will also be constructed as necessary.

Access to the site will be via Coleman Avenue, which is the same as existing conditions. The primary access point will be a driveway to be located opposite Aviation Avenue. The intersection of Coleman Avenue and Aviation Avenue is currently signalized.

## **3.2 INCREASE IN PASSENGER TERMINAL SQUARE FOOTAGE**

### **3.2.1 Background**

The approved Airport Master Plan, as amended, includes an expanded and reconstructed centralized passenger terminal with 49 passenger gates and an estimated size of 1.075 million sq.ft.<sup>1</sup> The number of air carrier gates, which represents the design capacity of the terminal, was determined based on the forecasted demand for air passenger service at SJC. The square footage was based on an early/mid 1990's estimate of the terminal's overall size and footprint, factoring in assumptions regarding passenger comfort, amount of concessions, security requirements, terminal access, etc.

In recent years, changes in commercial aviation regulatory and market conditions, in combination with the ongoing design and implementation of the phased Central Terminal project, have led to recognition that the Airport's terminal facilities need to be significantly larger than previously anticipated during the preparation of the Master Plan Update. Key factors are as follows:

- ✈ Since the events of 9/11/01, new federal security regulations have been promulgated that require substantially larger areas for security-related functions, including passenger screening checkpoints, baggage system explosive detection/inspection facilities, federal agency support space, and separation of passenger "meet and greet" areas, and associated concession space, from the holdrooms, arrival/boarding gates, and other facilities located behind security checkpoints.
- ✈ Concession programs have become a more important component of terminal functions, particularly as airlines reduce in-flight food service, as well as a source of airport revenue generation and local business opportunities. Requests for more food/beverage and retail merchandise choices, both before and behind security checkpoints, are among the most common complaints and suggestions received from Airport users.

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<sup>1</sup>Subsequent to the approval of the *Master Plan Update* in 1997, the City Council adopted an ordinance that limits the number of air carrier gates to 40. See Section 25.04.300(B)(1) of the San José Municipal Code.

- ✈ Other passenger amenities that are becoming more prevalent include computer plug-in work areas, airline club and USO space, larger restroom facilities, public art, and supporting automated infrastructure systems.
- ✈ Previously-approved features of the future of the Central Terminal will include a two-level roadway to separate departure and arrival processing, an internal automated people-mover (APM) system to facilitate passenger access to and from the linear arrangement of future gates, and the external APM transit connection, all of which require more space for structural components and general circulation than previously assumed.
- ✈ Conceptual design of the Central Terminal also includes a "level of service" objective consistent with industry guidelines to provide comfortable and attractive space for passenger processing and circulation.

Upon completion of the North Concourse component of the future Central Terminal, which is currently under construction, the Airport's total terminal building size will be approximately 830,000 sq.ft. Although design of the South Concourse and the Central Terminal centerpiece components has not yet proceeded beyond the initial conceptual stage, the Airport anticipates at this point in time that the ultimate size of the full Central Terminal needs to be approximately 1.7 million sq.ft.

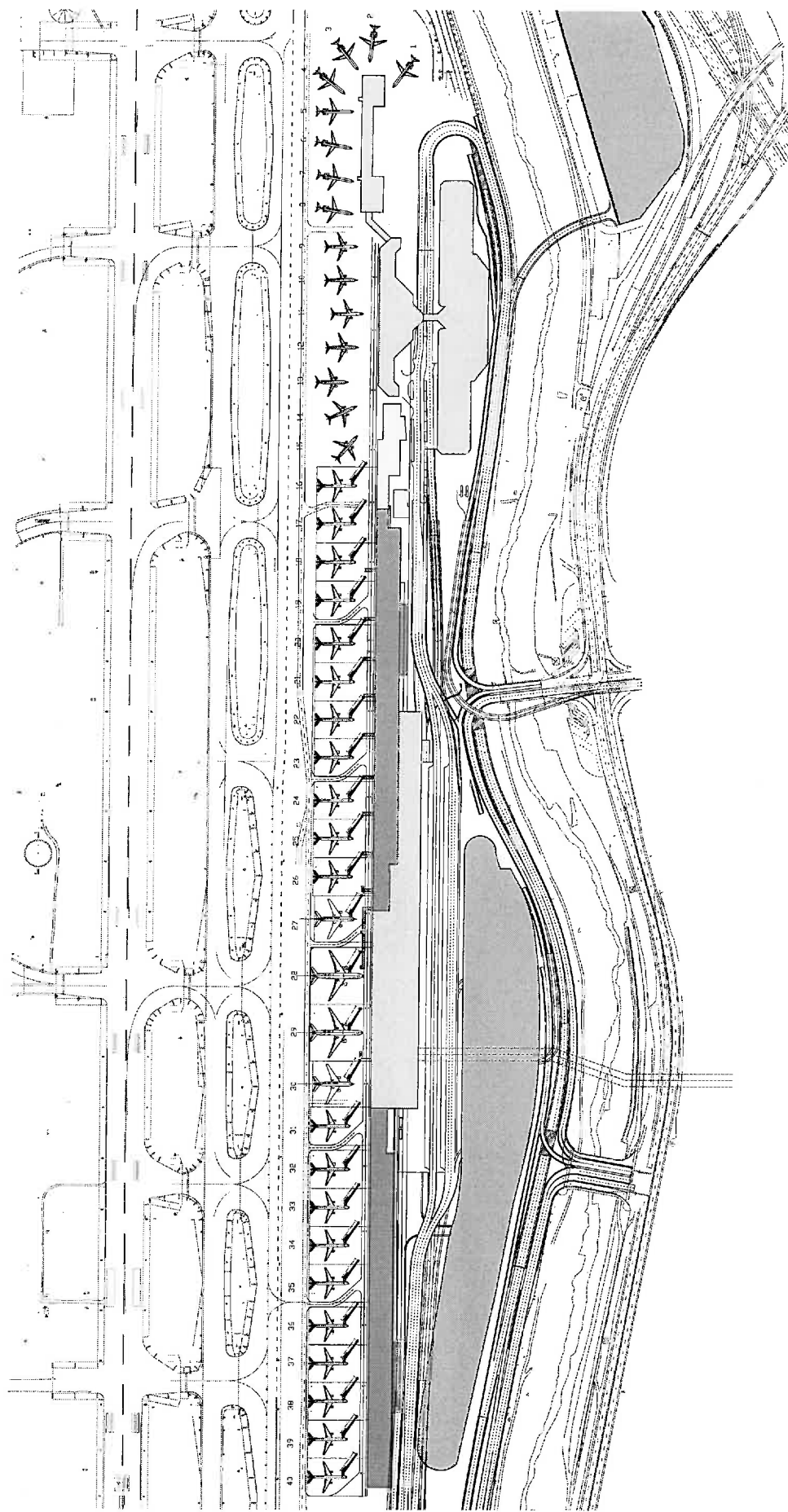
### **3.2.2 Description of Proposed Change to Maximum Square Footage**

For the reasons described above, the Airport desires to amend the Airport Master Plan to increase the maximum square footage of the centralized passenger terminal from 1.075 million sq.ft. to 1.7 million sq.ft. of enclosed building space. The proposed amendment will not change the approved number of air carrier gates nor will it change the location of the terminal (see Figure 5).

The proposed increase in square footage will extend the footprint of the terminal farther south than currently envisioned in the approved Airport Master Plan. This larger terminal building footprint may, in turn, result in one or more of the adjacent future landside facilities along the eastside of the Airport being somewhat smaller than that currently anticipated in the approved Airport Master Plan. Specifically, the size and specific site of the planned airline belly-cargo, Airport maintenance, flight kitchen, and/or airline maintenance/equipment storage facilities may need to be modified. Such minor changes would not, however, alter the function and use of such facilities from that contained in the approved Airport Master Plan.



AEROPUERTO  
SAN JOSE  
INTERNACIONAL  
AEROPUERTO



CENTRALIZED TERMINAL AREA



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

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*[Introductory Note: The analysis of environmental impacts follows the same order and addresses the same topics as those contained in Chapter 3 of the 1997 SJC Master Plan Update EIR.]*

### 4.1 LAND USE

#### **Increase in Passenger Terminal Square Footage**

Increasing the square footage of the centralized passenger terminal will be consistent with the approved Airport Master Plan and the San José General Plan, both of which have the objective of providing aviation services at SJC in a manner that meets the present and future air transportation needs of local residents and the business community. As described in Section 3.2.1, the larger building will accommodate new federal airport security requirements, as well as other requirements necessitated by changes in the commercial airline industry.

The terminal building's location on the 1,000-acre Airport site is such that there are no adjacent land uses that would be adversely impacted by a larger structure. The closest land uses to the passenger terminal are office buildings, which are separated from the Airport by the Guadalupe River and the State Route 87 freeway. The amendment would not result in buildings, parking, or roadways being moved closer to the River.

#### **Interim Use of Former FMC Property**

The interim leasing of 52 acres of the adjacent former FMC property will facilitate the implementation of the approved Airport Master Plan. Specifically, the lease will allow for the temporary off-Airport relocation of employee and rental car facilities, thereby freeing up on-Airport areas that are needed during construction of various capital improvement projects. The lease will not change any of the functions, goals, or objectives of the Airport Master Plan.

The interim use of the 52-acre former FMC property for construction staging, employee parking, and rental car activities will not conflict with any onsite or adjacent land uses. The site was originally part of a 100-acre property that was used by the FMC Corporation for the manufacture of armored personnel vehicles, pumps and sprayers, and airline handling equipment. Since the cessation of manufacturing operations in 1998, most of the buildings on the site have been vacant or underutilized. The predominant land uses surrounding the FMC property are transportation, industrial, and commercial.

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

## 4.2 CULTURAL RESOURCES

### **Increase in Passenger Terminal Square Footage**

The proposed increase in the square footage of the centralized passenger terminal will not affect the findings of the 1997 EIR as pertains to cultural resources. The 1997 EIR depicts those portions of the Airport that are archaeologically-sensitive, and requires monitoring of construction activities in such areas by an archaeologist. Consistent with the findings of the EIR, construction of those portions of the passenger terminal that are within an area designated as archaeologically-sensitive will be monitored by an archaeologist.

### **Interim Use of Former FMC Property**

The 52-acre area to be leased has been evaluated for cultural resources. No prehistoric, historic, or architectural resources were identified on or adjacent to the former FMC property. The FMC facilities were also evaluated and found to not meet the applicable criteria for classification as a historic resource. The area is, however, considered to be archaeologically sensitive. Therefore, all subsurface construction activities on the leased area will be monitored by a qualified archaeologist.<sup>2</sup>

*Conclusion: The proposed changes to the Airport Master Plan would not result in any new significant cultural resource impacts and/or cultural resource impacts that 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 Airport Master Plan. 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.

### **Increase in Passenger Terminal Square Footage**

The projected level of activity at SJC under the Airport Master Plan, as analyzed in the 1997 EIR, was based on the design capacity of the various airport facilities, most importantly the airfield and the passenger terminals. The design capacity of facilities is important because it corresponds to a certain level of activity based on commonly accepted design standards. Once an activity level is known, then one can quantify various environmental impacts such as traffic, noise, and air quality.

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<sup>2</sup>Source: City of San José, "EIR for FMC/Coleman Avenue Planned Development Rezoning (PDC 98-104)", 2003.

In the case of the Airport's passenger terminal facilities, the Master Plan and EIR analyses were based on a design standard of approximately 350,000 passengers per year per air carrier gate. The estimated square footage of the passenger terminal was not used in the analyses because size is not the controlling factor with regard to terminal design capacity.

The number of gates goes to capacity while the square footage is primarily a function of level of service/quality of airport experience. The reasoning is as follows: no matter how large the terminal, capacity will be limited by the number of gates available at which aircraft can be parked for loading/unloading. An airline will schedule a flight if 1) there is a market demand for the service, and 2) a gate will be available for their aircraft at the time they want to schedule the flight.

The proposed amendment would not modify the approved number of gates in the passenger terminal.<sup>3</sup> The amendment would increase the maximum size of the passenger terminal from 1.075 million sq.ft. to 1.7 million sq.ft. As described in Section 3, the reasons related to the proposed increase in square footage are not related to capacity. The reasons are related to non-capacity factors such as additional space needed for extensive post-September 11th security requirements, concessions, APM's, passenger meet/greet areas, and passenger amenities (USO, airline clubs), etc. Thus, the proposed increase in terminal square footage would not increase the capacity of the Airport beyond that identified in the approved Airport Master Plan.

Since the amendment would not change the Airport's capacity, the projected number of employees at the Airport would remain unchanged, with the exception being a potential minor increase in concession-related employees. Any traffic-related impact due to such a potential increase would not be significant because, according to the traffic analysis contained in the 1997 EIR, employee shifts at the Airport are such that most employee vehicle trips occur outside the normal weekday peak commute periods.

### **Interim Use of Former FMC Property**

Under the proposed modification to the Airport Master Plan, the existing on-Airport employee parking and rental car facilities would be temporarily relocated to the adjacent former FMC property. In the case of employee parking, which is currently located on the west side of the Airport (see Figure 3), this use would be moved nearby to the west side of Coleman Avenue. The existing rental car facilities, which are primarily located on the east side of the Airport (see Figure 3), would also be temporarily relocated to the west side of Coleman Avenue. The relocation of these uses would not be a source of additional traffic on the regional roadway system as these trips are currently going to and from the Airport.

The only change in traffic due to the proposed modification would be to local circulation. For example, airline passengers renting/returning cars would use Coleman Avenue in the vicinity of the former FMC site, as compared to using Airport Boulevard under existing conditions. Rental car traffic on U.S. 101 would shift from the Route 87 and North First Street interchanges to the adjacent De La Cruz Boulevard

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<sup>3</sup>Under the approved Airport Master Plan, each gate will be designed to accommodate the fleet of aircraft that are used by the airlines serving SJC. This would not change under the proposed amendment and, therefore, the projected aircraft fleet would not change.

interchange. The change in the traffic circulation pattern for employees would be less noticeable because both the current and proposed access points are via Coleman Avenue and De La Cruz Boulevard.

The temporary redistribution of existing traffic would not significantly affect peak-hour traffic conditions in the vicinity of the former FMC property. This statement is based on the following information:

- According to the Airport Master Plan EIR, the peak-hour component of daily rental car and Airport employee traffic is relatively small. The peak-hour component of Airport employee traffic is less than 100 trips and the peak-hour component of rental car traffic is in the range of 300-350 trips.<sup>4</sup> Peak flows associated with these two uses occur outside of the standard A.M. and P.M. peak weekday commute periods.
- In 2003, the City rezoned 75 acres of the former FMC property (of which the 52 acres to be leased by the Airport is a part) to allow redevelopment with 2.23 million sq.ft. of office, research and development, hotel, and retail uses. The approved zoning specifies that future land uses on the 75 acres can generate in excess of 2,500 P.M. peak-hour vehicle trips.<sup>5</sup> The combined employee parking and rental car P.M. peak-hour trips would be less than 20% of this amount.

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

## 4.4 AIR QUALITY

### **Increase in Passenger Terminal Square Footage**

As discussed in the previous section, the proposed increase in the square footage of the passenger terminal will not increase the capacity of the Airport beyond that identified in the Airport Master Plan. Activity levels at the Airport are projected to be the same with or without the proposed changes. Therefore, emissions of pollutants, as pertains to overall activity levels at the Airport, are not expected to change.

### **Interim Use of Former FMC Property**

The temporary relocation of construction staging, employee parking, and rental car facilities to the former FMC property will not expose any sensitive receptors (e.g., residences, schools, etc.) to elevated levels of pollutants because no such receptors are located in the vicinity of that site. Further, the relocation of employee parking and rental car facilities will have no adverse effect on regional air quality

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<sup>4</sup>See Appendix 3.3.A of the 1997 Master Plan Update EIR.

<sup>5</sup>See Section III., B., of the 2003 FMC/Coleman Avenue Rezoning EIR.

because the traffic associated with these uses already exists under current conditions. In other words, the project would not generate additional traffic.

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

## **4.5 NOISE**

### **Increase in Passenger Terminal Square Footage**

As discussed in Section 4.3, the proposed increase in the square footage of the passenger terminal will not increase the capacity of the Airport beyond that identified in the Airport Master Plan. Activity levels at the Airport are projected to be the same with or without the proposed changes. Therefore, noise levels, as pertains to overall activity levels at the Airport, are not expected to change.

Noise generated by construction of the passenger terminal will not adversely impact any noise-sensitive receptors (e.g., residences) because none are located in the immediate vicinity. The closest residences, which are located to the east in the Rosemary Gardens Neighborhood, are separated from the Airport by the Guadalupe River and the State Route 87 freeway.

### **Interim Use of Former FMC Property**

The temporary relocation of construction staging, employee parking, and rental car facilities to the former FMC property will not expose any sensitive receptors (e.g., residences, schools, etc.) to elevated noise levels because no such receptors are located in the vicinity of that site.

*Conclusion: The proposed changes to the Airport Master Plan would not result in any new significant noise impacts and/or noise impacts that are substantially different from those described in the 1997 EIR and 2003 Supplemental EIR for the Master Plan Update.*

## **4.6 HYDROLOGY AND WATER QUALITY**

### **Increase in Passenger Terminal Square Footage**

The portion of the Airport that includes the passenger terminal is not located within any 100-Year Floodplains.<sup>6</sup> Therefore, a larger terminal will not result in any flooding impacts.

The proposed change in the size of the footprint of the passenger terminal will not increase stormwater runoff as the affected area is already covered by impervious surfaces. All Airport improvement projects,

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<sup>6</sup>See Section 3.6 of the 1997 Master Plan Update EIR.

including the passenger terminal, will be required to comply with the Airport's Stormwater Pollution Prevention Plan, as noted in Section 3.6 of the 1997 Master Plan EIR.

### **Interim Use of Former FMC Property**

The portion of the former FMC property to be leased is not located within any 100-Year Floodplains.<sup>7</sup>

The temporary placement of construction staging, rental car, and employee parking facilities on the former FMC property will not have an adverse effect on water quality because most of the site is already developed with impervious surfaces (i.e., buildings, parking lots, and manufacturing test facilities). Further, the project will comply with the "C3" provisions of the National Pollutant Discharge Elimination System (NPDES) permit that is in effect for Santa Clara County. Such provisions require projects to design and implement stormwater treatment Best Management Practices (BMPs) to the maximum extent practicable.

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

## **4.7 GEOLOGY AND SEISMICITY**

### **Increase in Passenger Terminal Square Footage**

Although the proposed modification to the Airport Master Plan would increase the size of the passenger terminal, the modification would not change the terminal's location. The geologic and seismic characteristics of the Airport property are described in the 1997 EIR.

### **Interim Use of Former FMC Property**

The former FMC property, which is the site proposed for the temporary relocation of employee parking, construction staging, and rental car facilities, is located adjacent to the Airport. The FMC site is flat and is devoid of any geologic features such as waterways, hillsides, landslides, or outcroppings. Although the site is located in the seismically-active San Francisco Bay region, there are no active fault zones on or adjacent to the site.<sup>8</sup>

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

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<sup>7</sup>Source: FEMA, Flood Insurance Rate Map for City of San José, Panel #18, 1982.

<sup>8</sup>See Section III., E. of the 2003 FMC/Coleman Avenue Rezoning EIR.

## 4.8 BIOLOGICAL RESOURCES

### Increase Passenger Terminal Square Footage

There are no biological resources located on, or immediately adjacent to, the portion of the Airport that includes the passenger terminal complex. This portion of the Airport is covered by buildings and pavement. Therefore, the expansion of the terminal's footprint would not affect any biological resources.

### Interim Use of Former FMC Property

The former FMC property is located in an urbanized area and the site itself is developed, having been used for many years for industrial and manufacturing operations. Existing biological resources are limited to landscaping and patches of ruderal habitat that border the test track area in the northerly portion of the site. The site does not contain any waterways, wetlands, vernal pools, or other sensitive habitats.

Burrowing Owls (*Speotyto cunicularia*), a California Species of Concern, have been known to nest on various noncontiguous portions of the part of the FMC property that would be used for employee parking and rental car operations.<sup>9</sup> Nesting owls are protected under the Migratory Bird Treaty Act and the California Fish & Game Code. These regulations require that impacts, including disturbance, be avoided during the annual nesting season (February through August). Potential impacts to Burrowing Owls will be avoided by implementing the following measures:

1. Within 30 days prior to the start of construction, a qualified biologist will conduct a Burrowing Owl survey on the portion of the FMC site to be used by the Airport. If no owls are located, then no additional action would be warranted. If breeding or resident owls are located on or immediately adjacent to the site, the following will occur:
  - a. No Burrowing Owls will be evicted from burrows during the nesting season (February through August). Eviction outside the nesting season may be permitted pending evaluation of eviction plans and receipt of formal approval from the California Department of Fish & Game (CDFG).
  - b. A 250-foot, activity-free buffer will be maintained around the nest(s) during the breeding season. This protected area will remain in effect until August 31st, or at the CDFG's discretion and based upon monitoring evidence, until the young owls are foraging independently.

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

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<sup>9</sup>See Section III., G. of the 2003 FMC/Coleman Avenue Rezoning EIR.

## **4.9 ENERGY**

### **Increase in Passenger Terminal Square Footage**

As discussed in Section 4.3, the proposed changes to the approved Airport Master Plan will not increase the capacity of the Airport beyond that identified in the Plan. Activity levels at the Airport are projected to be the same with or without the proposed changes. Therefore, energy consumption, as pertains to overall activity levels at the Airport, is not expected to change.

Some additional energy usage will occur, however, as a result of increase the size of the passenger terminal. The terminal building will comply with the energy efficiency standards contained in Title 24 of the California Code of Regulations. Compliance with these standards will ensure that energy usage in the building will not be wasteful.

### **Interim Use of Former FMC Property**

The temporary relocation of employee parking and rental car facilities from the Airport to the adjacent former FMC property would not result in a notable change in energy usage, as compared to existing conditions. This conclusion is based on the fact that these activities are presently taking place and are served by a system of shuttle buses. Under the proposed relocation, activity levels would not change and shuttle buses would continue to be utilized.

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

## **4.10 AESTHETICS**

### **Increase in Passenger Terminal Square Footage**

Although the proposed modification to the approved Airport Master Plan would increase the size (i.e., scale and massing) of the passenger terminal, its location would remain unchanged. There are, however, no adjacent land uses or views that would be adversely affected by this change, as documented in the visual simulations that are contained in the 1997 EIR.

Consistent with the discussion contained in the 1997 EIR, the City has undertaken an extensive process – including community input via meetings held throughout the City in 2004 – to select a terminal design that is aesthetically attractive.

### **Interim Use of Former FMC Property**

The interim use of the former FMC property for parking, rental car activities, and construction staging



would not result in a significant aesthetic impact. This statement is based on the fact that the site, which was formerly used for industrial/manufacturing purposes, is already developed with large buildings and extensive surface parking lots. Most of the existing parking lots are located along Coleman Avenue, which is the part of the site that is most visible from adjacent areas. These parking lots would remain in place and would be utilized under the proposed modification.

Some existing buildings on the FMC property would be demolished in order to create sufficient space for the employee parking and rental car facilities. None of the buildings are considered to be aesthetically or architecturally significant. Therefore, their removal would not represent a significant aesthetic impact.

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

#### **4.11 PUBLIC SERVICES AND UTILITIES**

##### **Increase in Passenger Terminal Square Footage**

The Airport is currently served by utilities (e.g., electricity, gas, water, sewer, telephone, etc.) and urban services (e.g., police and fire). According to the 1997 EIR, the expansion of the Airport under the Airport Master Plan would not result in any significant impacts to utilities or urban services.

The larger passenger terminal would not change the demand for air transportation services at the Airport and, therefore, energy consumption associated with aircraft flights, number of vehicle trips, etc. would not change. The larger terminal building would, however, use proportionately more energy for lighting and for space heating than a smaller building. The increase will not result in utility demand exceeding capacity, based on statements from PG&E, as referenced in the 1997 EIR.

##### **Interim Use of Former FMC Property**

The former FMC property, which was historically used for industrial and manufacturing purposes, is served by a network of utilities including water, sewer, gas, electric, and telephone. Police and fire services are provided to the site by the City of San José.

The proposed interim uses of the property for rental car operations, employee parking, and construction staging will be served by the existing utilities. The consumption of utility services by the proposed interim uses will be less than that under the former manufacturing uses. No upgrades to utilities are anticipated.

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

## 4.12 HAZARDOUS MATERIALS

### **Increase in Passenger Terminal Square Footage**

There is no known contamination at the site of the Airport's passenger terminal buildings. Nearby underground fuel storage tanks have been removed and, where necessary, remediation has occurred. Therefore, there are no issues related to hazardous materials associated with the proposed increase in the square footage of the terminal.

### **Interim Use of Former FMC Property**

Resulting from activities associated with the former manufacturing operations, the former FMC property to be leased by the Airport includes both soil and groundwater contamination. Remediation of the contamination has been – and is – occurring under the supervision of the California Department of Toxic Substances Control (DTSC). The DTSC has determined that no further action pertaining to soil contamination is required. FMC continues to operate and maintain groundwater remediation systems, and FMC will retain such responsibility. Per the DTSC, the portion of the FMC property to be leased by the Airport is approved for commercial, industrial, R&D, and office uses.<sup>10</sup>

Due to their age, it is likely that the existing buildings on the project site contain both asbestos and lead-based paints.

In accordance with DTSC requirements for any reuse of the FMC property, the Airport will undertake the following actions related to those changes to the site that are needed to accommodate employee parking, rental car, and construction staging activities:

1. Prior to any grading or other soil-disturbing work, the City will prepare an Integrated Environmental Safety & Health Plan (IESHP). The IESHP will specify the procedures to be undertaken a) to minimize the potential for contaminated soil to become airborne and b) to protect workers from exposure to hazardous materials. Exposed soils will be covered with buildings, paving, or landscaping so as to avoid chemically-impacted soil being spread by the wind.
2. During building demolition, applicable EPA and OSHA procedures will be implemented pertaining to the handling and disposal of materials that contain asbestos and/or lead-based paint.

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

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<sup>10</sup>See Section III., H. of the 2003 FMC/Coleman Avenue Rezoning EIR.

## 4.13 AIR SAFETY

Section 3.13 of the 1997 EIR included an analysis of the Airport Master Plan with regard to the potential for aviation-related accidents, both on the Airport and in the surrounding areas. The analysis concluded that the Airport Master Plan would not result in an increase in air safety risks. That conclusion was based on the fact that 1) all new facilities would be designed to comply with applicable FAA safety and design standards, 2) substantial changes in existing flight patterns were not proposed, and 3) there is no meaningful relationship between aviation activity and accident rates.

### **Increase in Passenger Terminal Square Footage**

The proposed increase in the size of the passenger terminal would not change the terminal's location in relationship to the Airport's three runways. The future terminal building, which will be in essentially the same location as the existing Terminals A and C, will comply with FAA's required horizontal and vertical separations between the runways and nearby buildings.

### **Interim Use of Former FMC Property**

The portion of the former FMC property to be used by the Airport is not located within any FAA or Airport Land Use Commission (ALUC) safety zones. Further, the temporary uses of the property will not involve the construction of any large structures or buildings that would have the potential to violate FAA height restrictions for this site.

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

## **SECTION 5. CONCLUSION**

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The City of San José is considering two proposed modifications to the approved SJC *Master Plan Update*. The proposed modifications 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:

Approval of the proposed modifications 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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