

**NORMAN Y. MINETA**

**SAN JOSÉ INTERNATIONAL AIRPORT**

**MASTER PLAN UPDATE PROJECT**

**SAN JOSÉ, CA**

**SIXTH**

**ADDENDUM TO THE**

**ENVIRONMENTAL IMPACT REPORT**

**City of San José Public Project File No. PP06-070**

**CITY OF SAN JOSÉ**

**APRIL 26, 2006**

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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 a proposed change in the Airport Master Plan horizon year from 2010 to 2017, as well as proposed changes in the scope of a number of planned facilities.

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 action 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**

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

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. 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.

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 Automated People Mover (APM), was certified in 2003.

The approved Airport Master Plan 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 Airport Master Plan.

### **2.2 IMPLEMENTATION OF THE AIRPORT MASTER PLAN: 1997 - 2006**

Subsequent to the approval of the Master Plan Update in 1997, construction of various capital improvement projects has been completed or is currently underway. Most of the airfield improvement projects have been completed, including the reconstruction/lengthening of Runway 12L/30R to 11,000 feet and the reconstruction/lengthening of Runway 12R/30L to 11,000 feet. Construction of various improvements to the on-Airport roadway system has also been completed, as has a new Federal Inspection Services (FIS) building for international flights. Current construction activities include the new North Concourse building.

Various amendments to the Airport Master Plan 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.

**T A B L E 1**

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

<b>Project Type</b>	<b>Description of Project</b>
<b>Airfield Improvements</b>	- Reconstruct/lengthen Runway 12L/30R to 11,000 feet - Reconstruct/lengthen Runway 12R/30L to 11,000 feet
<b>Passenger Terminals</b>	- Modify existing terminals to create centralized passenger terminal with 49 air carrier gates and 1,700,000 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>Air Cargo Facilities</b>	- Construct new all-cargo facilities totaling 1,897,900 square feet - Construct new belly freight facilities totaling 460,500 square feet
<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>	- 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

<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 3/1/05.

TABLE 2

APPROVED AMENDMENTS TO THE 1997 SJC MASTER PLAN <sup>a</sup>

Number	Description of 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
11	Lease of 52-acre off-Airport Site for the Temporary Relocation of Rental Cars & Employee Parking	Minor	November 2004	Airport Master Plan EIR Addendum #4
12	Square Footage of Centralized Passenger Terminal increased to 1,700,000 square feet	Minor	March 2005	Airport Master Plan EIR Addendum #4

<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.

Note: EIR Addendum #3 addressed a modification to the Airport Noise Control Program that was approved on October 21, 2003. EIR Addendum #5 addressed the Airport's Gate Management Plan that was approved on November 15, 2005. No Master Plan Amendment was involved with either of these actions.

ATCT = Air Traffic Control Tower

RTR = Remote Transmitter and Receiver

## **SECTION 3. SCOPE OF THIS ADDENDUM**

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The City is proposing to amend the approved Airport Master Plan in two primary categories:

- ✈ Shift the horizon year from 2010 to 2017, and
- ✈ Modify the design and scope of various capital improvement projects, primarily in the terminal area. These proposed modifications, which would not increase the size or capacity of the facilities over that contained in the approved Airport Master Plan, reflect slower growth assumptions as well as current assumptions regarding the financing of airport improvements.

### **3.1 SHIFT IN MASTER PLAN HORIZON YEAR TO 2017**

For the reasons described below, the City is proposing to shift the horizon year for the Airport Master Plan from 2010 to 2017.

The current Airport Master Plan horizon year of 2010 is based on aviation demand forecasts that were prepared in 1994. The forecasts quantified the expected demand for air transportation services at SJC in 2010, based upon an analysis of economic, employment, and demographic data. Based on those forecasts, a list of airport facility improvement projects to accommodate the projected demand was developed. These projects became the Airport Master Plan, which as noted on page 2, was approved by the San José City Council in 1997.

As part of a recent financial feasibility analysis, in 2005 the City updated the 1994 aviation demand forecasts for SJC. Based on this 2005 updated forecast, which is described more fully below, the level of air passenger activity at SJC that was originally projected to be reached by year 2010, is now not projected to be reached until year 2017.

#### **Forecasted versus Actual Demand**

At the time the 1994 demand forecasts were undertaken, SJC was experiencing substantial annual growth in the number of air passengers using the airport. That substantial growth, which is summarized in Table 3, was projected to continue through the year 2010. However, several unforeseen events subsequently transpired, which resulted in a major effect on the aviation industry and on activity levels at SJC: 1) terrorist attacks on September 11, 2001; 2) bursting of the high-tech “dot com” bubble in Silicon Valley; and 3) substantial increases in the price of aviation fuel.

As a result of these events and other factors, the airline industry has been undergoing rapid and significant changes. For example, airlines are frequently modifying their route structure and the markets they serve in response to changes in economic and competitive conditions. In addition, airline start-ups, mergers, reorganizations, and bankruptcies are more common in today's aviation industry than in past years.

<b>T A B L E 3</b>												
<b>COMPARISON OF ANNUAL AIR PASSENGER ACTIVITY LEVELS AT SJC</b>												
<b>[Expressed in Millions of Passengers]</b>												
	1990	1995		2000	2001	2002	2003	2004	2005		2010	2017
Actual	6.8	8.9		13.1	13.1	11.1	10.7	10.7	10.8			
1994 Forecast				11.3					14.8		17.6	
2005 Forecast											12.5	17.6

**Sources:** Ricondo & Associates, City of San José.

Taking all of these factors into account, as well as current assumptions regarding the rate of future economic growth in the greater San José region, the 2005 forecasts are projecting a slower rate of growth at SJC, as compared to the 1994 forecasts. As noted previously, the 17.6-million annual passengers activity level for SJC, which was originally anticipated to be reached in 2010, is now projected to be reached in 2017.

### 3.2 MODIFICATIONS TO VARIOUS MASTER PLAN PROJECTS

Based on the above-described recent trends in activity levels at SJC, as well as updated information regarding the financial feasibility for the phasing and construction of new facilities, the City is proposing to modify the scope of a number of Airport Master Plan projects. These proposed modifications, which are described below, would not increase the size or capacity of the facilities over that allowed in the approved Airport Master Plan. Rather, the modifications will allow the City to phase implementation of Airport improvements commensurate with the extended demand growth projections and updated financial feasibility analysis. The proposed modifications were conceptually approved by the City Council in November 2005, with staff directed to refine and bring back as a Master Plan amendment for formal consideration and approval.

The proposed modifications to the Airport Master Plan are as follows:

1. Modify the passenger terminal design concept from a single centralized facility to a hybrid central/unit terminal concept within the same footprint area. Under the approved Airport Master Plan, a single, centralized, multi-level, terminal building would be constructed. The centralized terminal would have 40 air carrier gates and would be 1.7 million square feet in size. The



proposed modification would retain the same size and number of gates, as well as the same location, but the design would be two separate-but-connected unit terminals. The proposed concept allows for the improvements to be constructed in a more expedient and less-costly fashion.

2. Modify the design of the Terminal Drive roadway. Under the approved Airport Master Plan, Terminal Drive would be a 2-level facility in front of the consolidated passenger processing facilities of the passenger terminal. The decentralized nature of the proposed modification to the terminal design (described above) would allow this roadway to remain one level, as it is under existing conditions. The roadway would, however, be wider in front of the terminals.
3. Modify the size of the future rental car garage. Under the approved Airport Master Plan, a rental car garage with up to 10,000 parking spaces would be constructed in front of the passenger terminal. The proposed modification would reduce the size of this facility to a maximum of 6,000 parking spaces. The reduced size would mean that some rental car storage would remain at off-Airport locations, which is the case under existing conditions.
4. Modify the location for employee parking. Under the approved Airport Master Plan, employee parking, which is currently located on the west side of the Airport, would ultimately be relocated to the existing Terminal A garage. This would occur after the short-term public parking that currently occupies the Terminal A garage moves to a new public parking garage. The proposed modification would retain short-term public parking for the ultimate use of the Terminal A garage, and the employee parking would occur either at the former FMC property (now owned by the City and leased by the Airport) and/or within terminal area public parking garages.
5. Modify the size of the future short-term public parking garage. Under the approved Airport Master Plan, a short-term public parking garage with up to 4,000 parking spaces would be constructed in front of the passenger terminal. The proposed modification would reduce the size of this facility to a maximum of 3,000 parking spaces. The reduced size would mean that the short-term parking that presently occurs in the Terminal A garage would remain at that location for the long-term.
6. Modify the range of interim uses at the former FMC Property. Under existing conditions, as allowed under the approved Airport Master Plan, the Airport leases a 52-acre portion of what is commonly referred to as the former FMC property. This property is located on the west side of Coleman Avenue, adjacent to SJC. The approved Airport Master Plan indicates that the Airport will use this property for interim construction staging, interim relocation of rental car facilities, and/or interim relocation of employee parking. The proposed modification would expand the range of potential uses to include interim public parking, construction of flight kitchen facilities, and revenue-generating non-aviation leaseholds. Although the nature of a revenue-generating non-aviation leasehold is not presently known, any such use(s) would be

limited to those that are consistent with, and allowed under, the existing land use entitlements for that property.<sup>1</sup>

7. Other minor modifications. In addition to the above-described modifications, the City is also proposing to make minor changes to the scope of several specific facility improvements that are identified in the approved Airport Master Plan. These changes would not affect the planned capacity or the layout of the airfield and landside facilities. The changes consist of adjustments to project phasing and deletion of components of projects that are no longer deemed necessary. One example of such a modification is the deletion of a separate interim phase for certain air cargo facilities.

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<sup>1</sup>In 2003, the City rezoned 75 acres of the former FMC property, of which the 52 acres leased by the Airport is a part, to allow redevelopment with up to 2.23 million square feet of office, research and development, hotel, and retail uses (PDC 98-104). The environmental impacts of that redevelopment were analyzed by the City in the 2003 FMC/Coleman Avenue Rezoning EIR.

## **SECTION 4. ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE AIRPORT MASTER PLAN**

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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**

The proposed change in the horizon year from 2010 to 2017 will have no effect on existing or future land uses on the Airport or in the Airport vicinity.

The proposed modifications to the Airport Master Plan projects that are described in Section 3.2 consist of minor changes in the size and design of approved facilities. In no case will the proposed modifications increase the size of planned facilities from that contained in the approved Airport Master Plan. The nature and intended uses of the planned facilities would remain unchanged. As examples, the proposed modification to the design of the passenger terminal would not change its size or location, and the proposed modifications to the size of future parking garages would result in smaller structures, as compared to the approved Airport Master Plan.

Potential land uses contemplated for the 52-acre portion of the former FMC property that is leased by the Airport would be consistent with land uses previously approved by the City. Such uses would not adversely affect the nearby office, industrial, and commercial uses.

***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 or 2003 FMC/Coleman Avenue Rezoning EIR.*

### **4.2 CULTURAL RESOURCES**

The proposed change in the horizon year from 2010 to 2017 will have no effect on historic or archaeological cultural resources on the Airport or in the Airport vicinity.

The proposed modifications to the Airport Master Plan projects that are described in Section 3.2 will result in the construction of facilities in areas already identified for such in the 1997 Master Plan Update EIR. Consistent with the findings of the 1997 EIR, construction of projects in areas that have been designated as archaeologically-sensitive will be monitored by an archaeologist.

Airport Master Plan EIR Addendum #5 noted that the 52-acre area of the former FMC property that is being leased by the Airport is considered to be archaeologically-sensitive. Therefore, consistent with

EIR Addendum #5 and the FMC/Coleman Avenue Rezoning EIR, all subsurface construction activities on the leased area will be monitored by a qualified archaeologist.

***Conclusion:*** *The proposed changes to the Airport Master Plan would not result in any new significant cultural resources impacts and/or cultural resources impacts that are substantially different from those described in the 1997 SJC Master Plan Update EIR or 2003 FMC/Coleman Avenue Rezoning EIR.*

## 4.3 TRANSPORTATION AND CIRCULATION

### Ground Transportation

The 2017 aviation demand forecasts for SJC are the same as those previously projected to occur by 2010. Therefore, in terms of traffic to be generated by persons using the Airport, there would be no increase over those levels already disclosed in the 1997 Airport Master Plan EIR.

The capacity of airport facilities (e.g., passenger terminals, parking garages, etc.) would not be increased over that which is specified in the approved Airport Master Plan. Therefore, the proposed modifications would not result in an increase in traffic over those levels described in the 1997 EIR.

The proposed modification to the range of potential uses that could be placed on the 52-acre portion of the former FMC property that is leased by the Airport could increase traffic over existing levels. However, as discussed in Airport Master Plan EIR Addendum #4, the 52-acre site is part of a 75-acre portion of the former FMC property that was recently rezoned for redevelopment. That approved redevelopment, for which an EIR was prepared, is allowed to generate in excess of 2,500 P.M. peak-hour trips. Any potential use(s) to be located on the area leased by the Airport would be required to be consistent with the approved rezoning and, therefore, traffic impacts would not be greater than, or different from, that already disclosed.

### Air Transportation

When the 2005 aviation demand forecasts were prepared, the number of annual aircraft operations (i.e., takeoffs and landings) associated with that demand was also calculated. Total annual aircraft operations for 2017 are projected to be slightly less than the current Airport Master Plan projection for 2010 (330,000). Therefore, shifting the horizon year from 2010 to 2017 would not result in an increase in air traffic over levels shown in the 1997 Airport Master Plan EIR.

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

*substantially different from those described in the 1997 SJC Master Plan Update EIR or 2003 FMC/Coleman Avenue Rezoning EIR.*

#### **4.4 AIR QUALITY**

As discussed in the previous section, none of the proposed modifications to the approved Airport Master Plan will result in 1) an increase in activity levels at the Airport beyond that identified in the Plan, or 2) an increase in the capacity of the Airport beyond that identified in the Plan. Therefore, emissions of air pollutants, as pertains to the Airport, are not expected to change.

Future uses on 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.

***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 or 2003 FMC/Coleman Avenue Rezoning EIR.*

#### **4.5 NOISE**

The primary noise-related issue associated with SJC is noise impacts on the community from arriving and departing aircraft. Noise impacts were quantified in the 1997 EIR and 2003 Supplemental EIR using the FAA's Integrated Noise Model (INM). The INM produces noise contours that depict the size and shape of the area around the Airport that is exposed to varying levels of airport-related noise. A critical input to the INM is the number of average daily aircraft operations, as well as the type of aircraft.

To determine if shifting the Airport Master Plan horizon year from 2010 to 2017 would result in new/greater noise impacts, a comparison of the number/type of aircraft operations between these two years was undertaken. Table 4 presents this comparison. The data in Table 4 show the following:

- In 2017, the number of average daily aircraft operations will be less than in 2010.
- In 2017, there will be fewer operations by older and noisier aircraft (e.g., Boeing 727, MD-80 series, etc.) than there will be in 2010. This is a result of older aircraft gradually being phased out over time and being replaced with newer and quieter aircraft.

Based on these facts, noise impacts in 2017 would not be greater than those projected for 2010, as disclosed in the 2003 Supplemental EIR.

**T A B L E 4****COMPARISON OF 2010 AND 2017 AIRCRAFT OPERATIONS**

Aircraft Type	Average Daily Aircraft Operations		
	2010	2017	Change from 2010
Airbus 318/319/320	40.00	85.02	45.02
Airbus 300/310	3.00	0.00	- 3.00
Boeing 727-100/200	4.40	1.00	- 3.40
Boeing 737-100/200	5.00	0.00	- 5.00
Boeing 737-300/400/500/700/800	258.00	273.22	15.22
Boeing 757	51.00	22.66	- 28.34
Boeing 767	12.00	5.24	- 6.76
Boeing 777	14.00	3.94	- 10.06
DC-8/9	0.60	1.80	1.20
DC-10	2.00	4.22	2.22
MD-80/81/82/83/87/88	81.00	22.46	- 58.54
Regional Jets	56.00	84.30	28.30
Regional Turboprops	8.00	18.72	10.72
Large Stage 2 Business Jets	5.80	4.44	- 1.36
Large Stage 3 Business Jets	23.40	18.14	-5.26
Medium/Small Stage 2 Business Jets	94.10	73.10	- 21.00
Medium/Small Stage 3 Business Jets	12.50	9.68	- 2.82
Single Engine Propellor	158.40	156.40	- 2.00
Twin Engine Propellor	30.30	34.74	4.44
Twin Turboprop	37.00	34.74	- 2.26
Helicopter	9.50	17.42	7.92
<b>Total Average Daily Operations</b>	<b>906.00</b>	<b>871.24</b>	<b>- 34.76</b>

None of the proposed facility modifications that are the subject of this Addendum will increase the capacity of the Airport beyond that identified in the approved Airport Master Plan. Therefore, the modifications would not result in greater noise impacts.

Future uses on 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 SJC Master Plan Update EIR, 2003 Master Plan Update Supplemental EIR, or 2003 FMC/Coleman Avenue Rezoning EIR.*

#### **4.6 HYDROLOGY AND WATER QUALITY**

The proposed change in the horizon year from 2010 to 2017 will have no effect on hydrology or water quality on the Airport or in the Airport vicinity.

The proposed modifications to the Airport Master Plan projects that are described in Section 3.2 will not result in the construction of larger facilities or an increase in impervious surfaces in any area not already identified for such in the 1997 Master Plan Update EIR.

The portion of the former FMC property that is leased by the Airport is mostly covered 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 or 2003 FMC/Coleman Avenue Rezoning EIR.*

#### **4.7 GEOLOGY AND SEISMICITY**

The proposed change in the horizon year from 2010 to 2017 will have no effect on geologic conditions on the Airport or in the Airport vicinity.

The proposed modifications to the Airport Master Plan projects that are described in Section 3.2 will not result in the construction of facilities in any area not already identified for such in the 1997 Master Plan Update EIR. Geologic conditions and hazards for these areas are described in the EIR.

As noted in Airport Master Plan EIR Addendum #4, there are no geologic features or constraints on, or immediately adjacent to, the former FMC property.

***Conclusion:*** *The proposed changes to the Airport Master Plan would not result in any new significant geologic impacts and/or geologic impacts that are substantially different from those described in the 1997 SJC Master Plan Update EIR or 2003 FMC/Coleman Avenue Rezoning EIR.*

#### **4.8 BIOLOGICAL RESOURCES**

The proposed change in the horizon year from 2010 to 2017 will have no effect on biological resources on the Airport or in the Airport vicinity.

The proposed modifications to the Airport Master Plan projects that are described in Section 3.2 will not result in the construction of facilities in any area not already identified for such in the 1997 Master Plan Update EIR. Biological resources and impacts for these areas are described in the EIR.

As noted in Airport Master Plan EIR Addendum #4, the potential presence of Burrowing Owls is the only biological issue of importance associated with the redevelopment of the former FMC property. Regardless of the nature of future uses on the former FMC property, all construction on or adjacent to unpaved areas of the site will be preceded by Burrowing Owl surveys and will adhere to all applicable biological mitigation measures identified in the FMC/Coleman Avenue Rezoning EIR.

***Conclusion:*** *The proposed changes to the Airport Master Plan 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 or 2003 FMC/Coleman Avenue Rezoning EIR.*

#### **4.9 ENERGY**

As discussed in Section 4.3, none of the proposed modifications to the approved Airport Master Plan will result in 1) an increase in activity levels at the Airport beyond that identified in the Plan, or 2) an increase in the capacity of the Airport beyond that identified in the Plan. Therefore, energy consumption, as pertains to activity levels at the Airport, is not expected to change.

The temporary relocation of public parking and flight kitchen 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. If either or both of these uses are relocated, activity levels would not change. Shuttle buses would continue to serve public parking facilities, as is the case under existing conditions.



***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**

None of the proposed modification to the Airport Master Plan projects would result in larger facilities than that identified in the approved Plan. In fact, some structures (e.g., parking garages) may be smaller. Further, facility locations would remain unchanged.

The FMC property is already developed with buildings and large parking lots associated with the former on-site manufacturing/industrial operations. Adjacent uses are industrial and commercial. Increasing the range of potential uses on this property would not increase aesthetic impacts beyond that previously disclosed in the FMC EIR.

***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 or 2003 FMC/Coleman Avenue Rezoning EIR.*

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

As discussed in Section 4.3, none of the proposed modifications to the approved Airport Master Plan will result in 1) an increase in activity levels at the Airport beyond that identified in the Plan, or 2) an increase in the capacity of the Airport beyond that identified in the Plan. Therefore, utility and service impacts, as pertains to activity levels at the Airport, are not expected to change.

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.

All of the interim uses of the property by the Airport 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 utility/service impacts and/or utility/service impacts that are substantially different from those described in the 1997 SJC Master Plan Update EIR or 2003 FMC/Coleman Avenue Rezoning EIR.*

## 4.12 HAZARDOUS MATERIALS

The proposed modification to planned Airport projects will not result in an increased use or storage of any hazardous substances beyond that identified in the approved Airport Master Plan. This statement is based on the fact that activity levels will not increase and the fact that the capacity of planned facilities will not increase. Facility locations, with regard to proximity to areas of known or previous contamination, will also not change.

As noted in Airport Master Plan EIR Addendum #4, there are a number of issues associated with existing contamination on the former FMC property. Regardless of the nature of future uses on the former FMC property, all construction on the FMC property will include the following:

- Prior to 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.
- During building demolition, applicable EPA/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 or 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.

None of the proposed modifications to the approved Airport Master Plan that are the subject of this Addendum would have any effect on the above-described conclusions of the EIR pertaining to air safety.

***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 modifications to the approved Airport Master Plan for the Norman Y. Mineta San José International Airport. 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 Airport Master Plan EIR or FMC/Coleman Avenue Rezoning 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. REFERENCES**

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