

Keyon, David

From: Aerieways [REDACTED]
Sent: Wednesday, December 26, 2018 3:07 PM
To: Keyon, David
Subject: Re: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103)

David,

As this project is located within the lands once controlled by Tamien speakers that were taken to Mission Santa Clara per agreement these lands are now represented by Muwekma Tribal Band. Please contact their representative, Alan Leventhal.

Ed Ketchum
Amah Mutsun Tribal Band
Historian

-----Original Message-----

From: Keyon, David <david.keyon@sanjoseca.gov>
To: Keyon, David <david.keyon@sanjoseca.gov>
Sent: Thu, Dec 20, 2018 10:24 am
Subject: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103)

To whom it may concern:

**NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT FOR THE
AMENDMENT TO THE MINETA SAN JOSÉ INTERNATIONAL AIRPORT
MASTER PLAN**

File no.: PP18-103
Project Applicant: City of San Jose
APN: Multiple

Project Description: Amendment to the Airport Master Plan to 1) extend the horizon year and demand forecasts from 2027 to 2037; 2) incorporate the set of airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis Study; and 3) update the layout and sizing of various landside facilities to adequately serve the projected 2037 demand. Project details can be found at <http://www.sanjoseca.gov/index.aspx?NID=6263>.

Location: Mineta San José International Airport, generally bounded by U.S. 101 to the north, the Guadalupe River and State Route 87 to the east, Interstate 880 to the south, and Coleman Avenue and De la Cruz Boulevard to the west.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

A public scoping meeting for this project will be held at the following date, time, and location:

When: Monday, January 14, 2019, 6:30 – 8:00 p.m.
Where: Mineta San José International Airport,
1701 Airport Boulevard (between Terminals A and B)
Boeing/McDonnell Conference Room

Access and parking information

Once you arrive at the airport, follow signs to the Terminal A Hourly Lot 2 (parking garage). After parking, follow signs to International Arrivals, then continue south along the sidewalk to the Airport Admin Offices located in Suite B1130. Once you arrive in the offices, please check in with the receptionist. Please bring your parking ticket with you. For more information, see: https://www.flysanjose.com/sites/default/files/Visitors_Admin.pdf

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According to State law, the deadline for your response is 30 days after receipt of this notice. However, due to the closure of City Hall between December 24, 2018 and January 1, 2019, the City will accept comments **until 5 p.m. on January 31, 2019**. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José
Department of Planning, Building and Code Enforcement
Attn: David Keyon, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7898, e-mail: david.keyon@sanjooseca.gov

David Keyon AICP

Supervising Planner - Environmental Review

City of San Jose - Department of Planning, Building, and Code Enforcement
(408) 535-7898



December 21, 2018

David Keyon
City of San Jose
200 East Santa Clara St., 3rd Floor Tower
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Mr. Keyon,

Thank you for submitting PP18-103 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <http://usanorth811.org/wp-content/uploads/2017/05/CA-LAW-English.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)



Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes,



service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. **Streets and Roads:** Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for



proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Keyon, David

From: Chris Lepe [REDACTED]
Sent: Friday, December 21, 2018 1:51 PM
To: Keyon, David
Subject: Re: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103)

Hi David,

Just skimmed through the NOP. In terms of project alternatives, was there discussion of another potential alternative that looked at meeting transportation demand to/from the airport through non SOV strategies? Given our state's GHG and VMT goals, and those of the City, shouldn't such strategies be assessed as an alternative to building more parking garages?

Best,
Chris

On Fri, Dec 21, 2018 at 12:12 PM Keyon, David <david.keyon@sanjoseca.gov> wrote:

Hi Chris,

Any transportation improvements are included in the table in the NOP. When the EIR is circulated with the detailed project description, you will be notified

Thanks,

David Keyon AICP

Supervising Planner - Environmental Review

City of San Jose - Department of Planning, Building, and Code Enforcement

(408) 535-7898

From: Chris Lepe [REDACTED]
Sent: Thursday, December 20, 2018 11:19 AM
To: Keyon, David <david.keyon@sanjoseca.gov>
Subject: Re: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103)

Hi David,

I don't have time to look into any EIR documents at this time but can you let me know if there are any proposed transportation improvements/mitigations as part of this?

Chris

On Thu, Dec 20, 2018, 10:29 AM Keyon, David <david.keyon@sanjoseca.gov> wrote:

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ENVIRONMENTAL IMPACT REPORT FOR THE
AMENDMENT TO THE MINETA SAN JOSÉ INTERNATIONAL AIRPORT
MASTER PLAN**

File no.: PP18-103

Project Applicant: City of San Jose

APN: Multiple

Project Description: Amendment to the Airport Master Plan to 1) extend the horizon year and demand forecasts from 2027 to 2037; 2) incorporate the set of airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis Study; and 3) update the layout and sizing of various landside facilities to adequately serve the projected 2037 demand. Project details can be found at <http://www.sanjoseca.gov/index.aspx?NID=6263>.

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When: Monday, January 14, 2019, 6:30 – 8:00 p.m.

Where: Mineta San José International Airport,
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Boeing/McDonnell Conference Room

Access and parking information

Once you arrive at the airport, follow signs to the Terminal A Hourly Lot 2 (parking garage). After parking, follow signs to International Arrivals, then continue south along the sidewalk to the Airport Admin Offices located in Suite B1130. Once you arrive in the offices, please check in with the receptionist. Please bring your parking ticket with you. For more information, see: https://www.flysanjose.com/sites/default/files/Visitors_Admin.pdf

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Chris Lepe, Senior Community Planner, Silicon Valley

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(408) 406-8074

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Keyon, David

From: Chris Lepe [REDACTED] >
Sent: Monday, January 14, 2019 2:31 PM
To: Keyon, David
Subject: Re: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103)

Sure that's fine. I personally don't have time to put together a formal letter at this time. I would suggest an alternative that looks at transit, active transportation, new mobility, and TDM strategies to meet some or all future demand, setting goals for % mode shift in line with the City's General Plan goals and working backward from there to meet those goals.

Best,
Chris

On Thu, Jan 3, 2019 at 10:05 AM Keyon, David <david.keyon@sanjoseca.gov> wrote:

Hi Chris,

As this is the NOP stage, you can request alternatives and analysis you believe the EIR should include. This is the early stage of the EIR preparation process. The NOP is simply a general statement about what the EIR will study, and doesn't not necessarily include all of the alternatives that will eventually be included in the EIR.

Did you want to include this e-mail as your comment on the NOP, or would you prefer to submit a formal NOP comment letter?

Thanks,

David Keyon AICP

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Phone: (408) 535-7898, e-mail: david.keyon@sanjoseca.gov

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COMMENT FORM

Amendment to the Mineta San Jose International Airport EIR Scoping Meeting

Monday, January 14, 2019

Please write any comments or concerns you wish to see evaluated in the EIR. Please write clearly.

1) Comments or questions

- * Based on some recent medical studies, there is evidence that particulate emissions from airplanes have health ramifications for residents below flight paths. Please study the emissions over densely populated areas like SUNNYVALE and CUPERTINO when SJC south flow operations is taking place over these cities.
- * San Jose Airport under the 2037 plan has expanded the maximum number of airline gates to 42. This expansion and any other expansion in the number of gates at San Jose Airport should not be allowed.
- * Due to the recent implementation of NextGen, the SJC south flow flight path (which previously was miles wide) has been consolidated into a very narrow flight path over cities like Sunnyvale, Cupertino, Mountain View & Palo Alto. This new NextGen flight path was created over neighborhoods that were previously quiet and experienced very little airplane noise. These changes in the South flow flight path have resulted in a huge increase in San Jose Airport airplane noise complaints and now detrimentally impacting tens of thousands of residents along this recently consolidated SJC flight path. An increase in gates translates to an increase in throughput at SJC. For this reason, there should be no additional gate expansions taking place at San Jose Airport until the South flow airplane noise issue is solved.
- * Consider reducing the threshold to define plane noise as a nuisance to 55dba instead of 65dba.
- * Consider extending the noise disturbance analysis to Sunnyvale, Mountain View, Palo Alto.
- * Consider giving financial compensation for people who need to sound proof their homes.
- * Give evidence that the increase of building maximum height in SJC will not increase the frequency of planes using the South flow.
- * Consider that noise generated by SJC planes traffic also adds to noise from SFO planes and others. If every airport grows without limit, this can be aarchy.
- * Strongly consider pollution impact on the population. Measure the effects of this pollution and analyze it.

2) Contact Information (optional)

If you provide your email, you will be added to our mailing list and will receive notices related to the EIR.

Name: JEAN-CHRISTOPHE DEPREZ

Email: [REDACTED]

Please send this form to: City of San Jose, Department of Planning, Building, and Code Enforcement (Attention: David Keyon), 200 E. Santa Clara Street, T-3, San Jose, CA 95113. Alternatively, scan and submit via e-mail to david.keyon@sanjoseca.gov.

Keyon, David

From: Marie-Jo Fremont [REDACTED] >
Sent: Tuesday, January 29, 2019 4:23 PM
To: Keyon, David
Cc: Darlene Yaplee
Subject: Comments - Amendment to the SJC EIR scoping

David,

Our comments for the EIR scoping are necessitated by the current and severe negative effects of the SJC south flow arrivals on multiple cities in Santa Clara county (in particular, Palo Alto, Mountain View, and Sunnyvale) that are not in the immediate vicinity of SJC:

- As discussed in the Ad Hoc Advisory Committee on South Flow Arrivals that issued its report in May 2018, many residents from multiple cities such as Sunnyvale, Mountain View, and Palo Alto are deeply affected by SJC south flow arrivals (SJC goes into south flow mode due to changing wind conditions or storms). For example, per the FAA, 50% of SJC south flow arrivals now make their turn over Palo Alto. This was not the case years ago. Due to NextGen, aircraft traffic has been concentrated and shifted to cities close to the Bay.
- Impact is not only noise but also emissions. Flying altitudes over Palo Alto are typically below 3,000 ft (and sometimes below 2,000 ft). Aircraft do not fly idle as they are vectored over residential areas west of 101 all the way to the Dumbarton bridge.
- Some cities, such as Palo Alto, are doubly affected because of SFO arrivals that continue to occur (SFO rarely changes its landing pattern) while SJC south flow arrivals fly over the same area, below SFO arrivals. Some Palo Alto residents are also concerned about the possible safety risk that may exist due to possible violations of minimum separation between aircraft from both airports. Note that aircraft traffic from SQL airport (San Carlos) and PAO airport (Palo Alto) also occur over Palo Alto and nearby cities.
- SJC goes into south flow mode about 15% of the time. However, this percentage may increase in the future as weather patterns become less predictable.

We have the following questions and comments in regards to the EIR scope :

- **Will all cities in Santa Clara county that are affected by SJC traffic** (in both regular and south flow modes, departures and arrivals) **be included** in the EIR analysis?
 - Will noise & aircraft emissions modeling be performed for SJC departures and arrivals **for all cities in Santa Clara County** that are **not in the immediate vicinity of SJC**?
Note: a **15-mile radius circle** centered on SJC would ensure that all cities potentially impacted are included in the modeling analysis.
- **Will the cumulative impact** of noise and emissions on populations affected by departures and arrivals **from both SFO and SJC, in regular or reverse flow, be calculated in the EIR analysis?**
- **Will the noise impact be calculated and displayed using:**
 - The **CNEL metric as well as other additional metrics currently available in the AEDT** noise modeling tool?
 - **Alternative metrics that may be described in the FAA final report** that is supposed to be released later this year? In other words, **will an effort be made to use these alternative metrics in the EIR?**N

- Note: The recent FAA reauthorization bill SEC 173 requires the FAA to complete research on alternative noise metrics as a possible replacement to DNL within one year (October 2019).
- Both **A-weighting (dBA)** and **C-weighting (dBC)**, given that the C-weighting curve better represents what humans hear?
- **Noise contours starting at 45 dB CNEL and in increments of 5 dB?**
 - Note: in its NEPA guidance (see [Order 1050.1F Desk Reference July 2015](#)), the FAA uses 3 noise contour levels to evaluate noise level changes:
 - For DNL 65 dB and higher: +1.5 dB
 - For DNL 60 dB to <65 dB: +3 dB
 - For DNL 45 dB to <60 dB: +5 dB
 - Note: Using 5 dB increments (instead of creating a very large noise contour for the 45 dB to <60 dB) can be done in AEDT. Doing so would help create a more descriptive picture of the noise impact on various cities.
 - Note CNEL is the accepted standard noise metric for California and was used in previous EIR documents for SJC.
- Note that public comments on CNEL, alternative metrics, dBC weighting, noise contours below 65 dB were made at the January 14, 2019 EIR Scope meeting by several residents from cities not in the immediate vicinity of San Jose who have been deeply affected by the NextGen changes implemented by the FAA in the last few years.
- Will the City of San Jose follow a **fully transparent process about the potential impact** of the SJC airport expansion plans, and in particular will **all data be made public**? Specifically, **will analysis results as well as all input data and assumptions** made in the AEDT modeling tool (including but not limited to: number of aircraft, aircraft mix, flight paths --on procedure as well as vectored paths, % of vectored traffic, altitudes, speeds, % of time for SJC south flow mode, traffic distribution over a 24-hour period) be **publically available**?
- Will the EIR study **address all community feedback** submitted either orally or in writing **at different stages of the EIR process**?

As Palo Alto residents we appreciate this opportunity to provide input on the EIR Scope and are hopeful that our questions will be considered favorably.

We specifically **request that the EIR Scope include a detailed analysis of the noise and emissions impact for all cities affected by SJC traffic and that all input and output data** (including any assumptions) **be made available to the public**. “Detailed analysis” refers to using dBA and dBC weighting and multiple noise metrics, estimating noise contours in 5 dB increments starting at 45 dB CNEL, and considering the cumulative impact of traffic from SJC and SFO.

Sincerely,

Marie-Jo Fremont and Darlene Yaplee

File: 22275
Guadalupe River

January 30, 2019

Mr. David Keyon
Department of Planning, Building and Code Enforcement
City of San Jose
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Subject: Notice of Preparation for an EIR for the Amendment to Mineta San Jose
International Airport Master Plan Project, City File No. PP18-103

Dear Mr. Keyon:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Amendment to Mineta San Jose International Airport Master Plan Project, City File No. PP18-103, received by the District on December 26, 2018.

Based on our review of the NOP submitted we have the following comments:

1. The Guadalupe River is located along the easterly side of Airport Boulevard and directly adjacent to the fuel dispensing site and parking at the Green Island lot. The District has an easement over the Guadalupe River south of Highway 101 and owns the property along the river north of Hwy 101. In accordance with the District Water Resources Protection Ordinance, any work within the District right of way (fee and easement) requires the issuance of a District permit and requires the District be considered a responsible agency under CEQA.
2. The amendment notes in that the City's Riparian Corridor Policy will be used in the assessment of the project's compatibility with the Guadalupe River. To minimize impacts to riparian corridors the project should also be consistent with the Guidelines and Standards for Land Use Near Streams.
3. The inclusion of a 330-bed hotel in addition to the 750,000 square feet of terminal space yet to be developed would appear to trigger the need to prepare a Water Supply Assessment consistent with SB610. The EIR will need to consider if adequate water supplies are available to serve future development. The Water Supply Assessment will allow the City to fully consider this question in light of the San Jose Water Company's most recent Urban Water Management Plan and the City's General Plan. It is assumed that new development at the airport will be plumbed for recycled water where appropriate and be held to the City's Green Vision to reduce water use and associated

Mr. David Keyon
Page 2
January 30, 2019

greenhouse gas emissions.

Please forward the DEIR when available for public comment and reference District File No. 22275 on further correspondence regarding this project. If you have any questions or need further information, you can reach me by email at [REDACTED] or by phone at (408) 630-2479.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Lisa Brancatelli', with a long horizontal flourish extending to the right.

Lisa Brancatelli
Assistant Engineer II
Community Projects Review Unit

cc: U. Chatwani, C. Haggerty, L. Brancatelli, T. Hemmeter, M. Richert, File

S. JOSEPH SIMITIAN
PRESIDENT, BOARD OF SUPERVISORS
SUPERVISOR, FIFTH DISTRICT
COUNTY OF SANTA CLARA



COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING STREET, 10TH FLOOR
SAN JOSE, CALIFORNIA 95110
TEL: (408) 299-5050 or (650) 965-8737 FAX: (408) 280-0418
supervisor.simitian@bos.sccgov.org • www.supervisorsimitian.com

January 30, 2019

Via Email: david.keyon@sanjoseca.gov

City of San Jose
Department of Planning, Building, and Code Enforcement
Attn: David Keyon, Environmental Project Manager
200 E. Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

Dear Mr. Keyon:

I write to provide comment on File No. PP18-103, Notice of Preparation of an Environmental Impact Report (EIR) for the Amendment to the Mineta San Jose International Airport (SJC) Master Plan.

The comprehensive impact of the amendment to the SJC Master Plan should be analyzed and described using a fully transparent process. The EIR process used should not rely on legal minimums. Rather, the process should go above and beyond the minimum and, for instance, include public meetings not just in San Jose but in all affected communities. The length of time for the comment periods should be greater than the legal minimum as well. These matters are complicated and the EIR is certain to be weighty, both literally, as in physically large, but also weighty in terms of the content being highly technical and not easily accessible to a layperson. For those reasons it is important that there be an adequate comment period for the Draft EIR.

Regarding the specific environmental categories of the EIR entitled Air Quality and Greenhouse Gas Emissions and Noise, it is critical that all cities in Santa Clara County that are affected by SJC traffic, in both regular and south flow modes for departures and arrivals, be included in the EIR analysis. Further, the cumulative impact of emissions and noise on these communities by departures and arrivals should be calculated in the EIR analysis. Noise impacts should be calculated and displayed using the CNEL metric, using both A-weighting (dBA) and C-weighting (dBC), as well as other additional metrics currently available in the Federal Aviation Administration's Aviation Evaluation Design Toll (AEDT) noise modeling tool. The displays should also use 5 dB increments, resulting in multiple contour rings, to aid in the public's understanding of the noise impacts. Finally, the input file of data and assumptions used in the ADET modeling tool should be made publicly available.

Mr. David Keyon
January 30, 2019
Page 2

The contact person in my office for this matter is Kris Zanardi who can be reached at the number above or by email at: [REDACTED]

Thank you in advance for your consideration of these comments regarding the scope of the SJC Master Plan Amendment EIR. I write as an individual elected official representing all or part of eight cities in Santa Clara County (including San Jose). My observations and recommendations are informed in part by my prior role as Chairman of the Select Committee on South Bay Arrivals.

Sincerely,



S. Joseph Simitian
County Supervisor, Fifth District

cc: Mayor Sam Liccardo, City of San Jose
Jeffrey V. Smith, County Executive
James R. Williams, County Counsel

Keyon, David

From: Ken Pyle [REDACTED] >
Sent: Thursday, January 31, 2019 1:27 PM
To: Keyon, David; Greene, Cary
Cc: Greenlee, Raymond; Hendrix, Catherine; Connolly, Dan; Kazmierczak, Matthew
Subject: Comments Regarding PP18-103 Airport Master Plan EIR Preparation
Attachments: File PP18-103-Connolly-Greenlee-Hendrix-Pyle Comments on Airport Master Plan.pdf

Messrs. Keyon and Greene

The attached PDF submission represents comments from Dan Connolly, Raymond Greenlee, Catherine Hendrix and Ken Pyle regarding the proposed amendment to the Mineta San Jose International Airport Master Plan (File PP18-103). Although we are Mineta San Jose International Airport Commissioners, the views expressed herein are our own.

By the way, the video referenced in the attached PDF can be found at this link:

<https://youtu.be/OoBV64h7A0Y>

Warm Regards,

Ken (on behalf of Messers Connolly and Greenlee and Ms. Hendrix)

.

--

Ken Pyle
Managing Editor

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San Jose, CA 95157

[REDACTED]
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•

City of San Jose

200 East Santa Clara Street, 3rd Floor Tower

San Jose, CA 95113-1905

Attention: City of San Jose Council, Planning Commission and Planning Staff

January 31st, 2019

Subject: File No. PP18-103 Amendment to the San Jose International Airport Master Plan

Messrs. Keyon and Greene

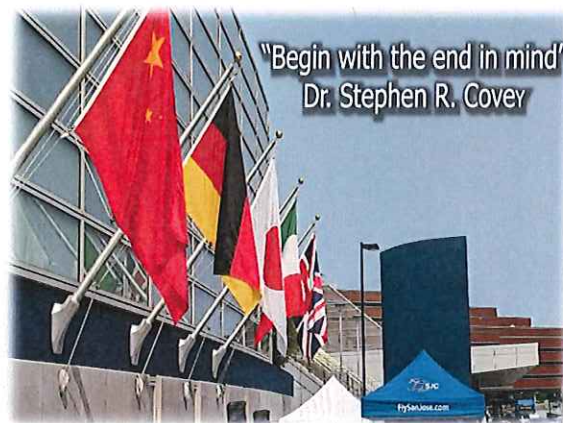
This letter represents comments from the individuals listed at the bottom of this correspondence regarding the proposed amendment to the [Mineta San Jose International Airport Master Plan \(File PP18-103\)](#). Although they are Mineta San Jose International Airport Commissioners, the views are their own. These comments are split into three sections;

- Vision, which talks about the importance of understanding the Airport's expansion plans interact with other San Jose developments.
- Premises – discusses some of the changes we can expect by the year 2037 due to technological and economic changes.
- Comments – reference the proposed changes

Vision:

"Begin with the end in mind," is the wisdom Stephen Covey taught us decades ago. It is important to have a clear and common vision that serves to align the strategies and tactics necessary to accomplish something big and bold. When we look at the proposed changes to the Airport Master Plan, we see a capacity planning exercise, not a vision.

What we don't see is how this incredible community asset ties into other nearby assets such as the adjacent Guadalupe River and its associated park, downtown and Diridon Station to the south, the Santa Clara train station to the west, BART to the East and the economic engine of North San Jose.



Watch the video at
<https://youtu.be/OoBV64h7A0Y>

It's time to reimagine the airport as more than just a place that facilitates the movement of people and goods. It can be so much more than that and can be an integral part of the community as a place to live, work, shop, and play.

The author of the blog Airport Urbanism, Professor Max Hirsch indicates that this happening today in places like the Netherlands, Finland and Singapore. He suggests that creative use of

airport land can help an airport's finances by dampening the economic volatility of the airline industry. Hirsch writes,

"Leading global hubs like Amsterdam Schiphol, for example, generate up to 20% of their overall income—and more than a third of their profits—through landside real estate. That's because the profit margins on commercial developments are considerably higher compared to aeronautical charges."

The 20-million passenger Helsinki Airport, located in the nearby city of Vantaa, Finland is creating a dense, urban walkable city center, Aviapolis, where people from bag handlers to knowledge workers will be live. It will also provide foreign visitors a first impression of Finland. Tapping the creativity of the crowds, Vantaa held an international competition to elicit ideas on how to shape this innovative urban airport district.

When you look at SJC's strategic location on a river next to a park - really the Central Park of San Jose - near transportation hubs, it is in a good position to help alleviate some of San Jose's housing, commercial office space, transportation, and limited parkland issues.

We have several activities going on that should be considered as inputs to the master plan, including the one engine inoperative study, the upcoming community meetings for the Diridon Station Area - aka the Google village - the airline lease negotiations. All these things will impact each other, and they are especially going to impact the Master Plan's projections for future growth.

As the community and city participate in these activities, it is important to have a mindset of what will be in 2037 and beyond, not what is today. From air taxis to shared electric, autonomous vehicles to the standardization of modularized, car-free, micro-housing, both mobility, and the built environment are going to be significantly different in 20 years.

Whether this means reduced parking demands or new feeder routes from on-demand air taxis, technology and operational improvements will have impacts on both the landside and airside operations of the airport. None of these potential changes are addressed in the master plan.

It's time we tie those things together with a vision; a vision that will align seemingly disparate projects into a cohesive community; making for a better San Jose and a better Silicon Valley.



Diridon Integrated Station
Concept Plan



Diridon Station Area Plan +
Google Project



Premises:

The proposed changes to the SJC Airport Master Plan extend the plan to the year 2037. Before we look forward, let's look back 18 years ago. In 2001, there was no smartphone, Facebook's Mark Zuckerberg was still in high school, AOL was the World Wide Web for many people, and GE was the world's most valuable company as measured by market capitalization.

Fast-forward two decades from now and we are sure to see similar changes in mobility and the built-environment based on the technological developments occurring today.

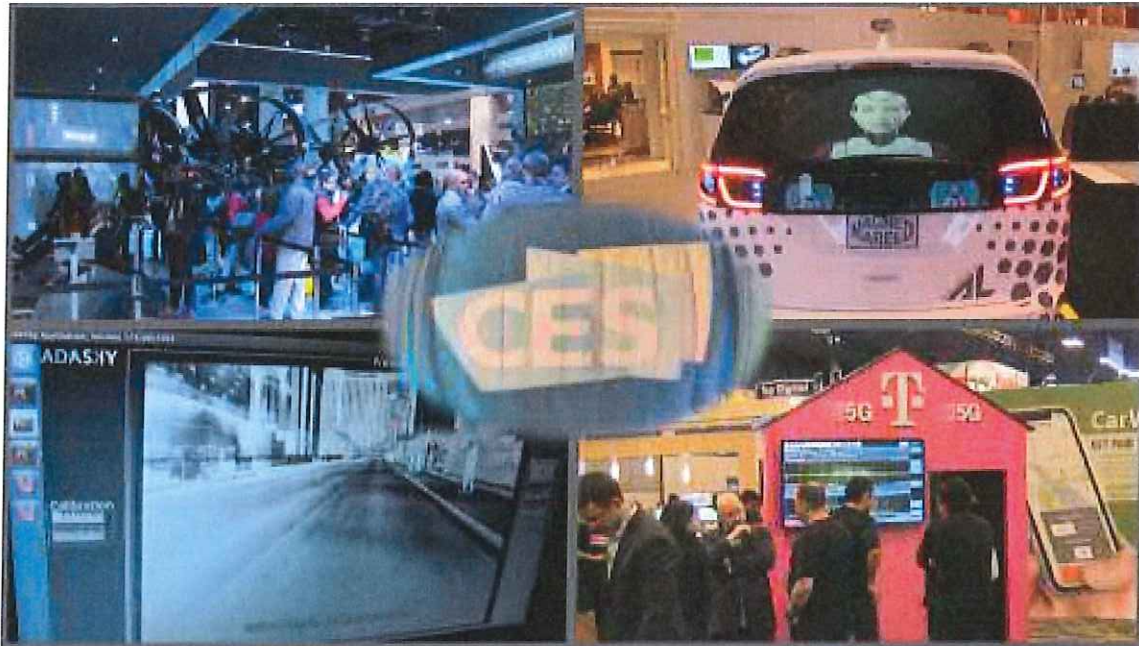


Figure 1, The Future at CES2019

Some of these developments include:

- **Autonomous Electric Air Taxis** are likely to be mainstream at some level, given the interest from major companies, such as [Airbus](#), [Bell Helicopter](#), [Uber \(PDF\)](#) and start-ups like [Airspace Experience Technologies](#), [Joby Aviation](#), and [Lilium](#). [Bye Aerospace is projecting operating costs for its electric trainer plane](#), slated for 2020 delivery, of approximately **\$3 per hour or 2 cents per mile**. This promises cleaner transportation at a tenth of the current operating cost. The Air Taxi services will most likely be intercity transit (e.g. San Jose to San Francisco) as alternatives to traditional transit and/or vehicles, as envisioned, may be as likely to be from building to building, as it is airport to airport.
- **Autonomous Vehicles** – The industry may currently be in the so-called “deflated expectations”, just as the broadband ecosystem was with the demise of Webvan, Pets.com, and others at the turn of the century. In the meantime, start-ups and established companies are working on solutions for the operational issues that will be

required for autonomous driving to scale. Policy at the local, state and national will be critical to determining whether the future is shared autonomous or zombie cars; the so-called heaven or hell scenarios. In either scenario, there is likely going to be less demand for parking on a per passenger basis in 2037 as compared in 2019.

- **Boring** – [Elon Musk's December 2018 unveiling of his 1+ mile tunnel in Hawthorne, CA](#) was widely derided by transportation experts as being unfeasible as a potential subway alternative. The real break-through was an order of magnitude reduction in cost for boring, compared to traditional methods. The techniques he employed for boring, along with low-cost, autonomous electric shuttles, which will become common by 2037, could make point-to-point transit projects financially viable, such as a connector between the Santa Clara train station and SJC. For a high-level analysis of one such scenario, please [click here](#).
- **Solar, Energy Storage & Microgrids** – The cost of electricity from alternative energy sources and associated storage continues to drop and is already close to parity with electricity from fossil fuel powered generators (see [this article as a recent example](#)). By combining power generation and storage, it is possible to create a microgrid, independent from the larger grid, providing resilience in the event of an outage from a manmade or natural disaster.



Example of solar panels on/next to a fence

- **Land will Become More Valuable** – Unless there is an economic Armageddon, Silicon Valley land will continue to become more precious and will be reflected in the cost of housing. If we want to have a middle class, we will need to more efficiently utilize the land already devoted to housing, mix-use to reduce vehicle miles traveled and look at ways to better use land now dedicated to automobiles. [Patrick Kennedy of Panoramic Interests](#) puts it well with his statement that we need high-quality designs that are micro, modular and car-free if we are going to begin to tackle the high cost of housing.

Comments on the EIR

The following comments are made in the context of the above premises for how things will be different in 2037.

1. Do the air traffic growth projections account for possible reduction in international and transcontinental service that will likely result, if the City of San Jose adopts the Airport's recommendation in its January 10th, 2019 memo?
2. What is the plan to accommodate electric vertical take-off & landing (VTOL) and other air taxis that may become both an airport connector (e.g. SJC-SFO, like the helicopter shuttles that flew between those airports in the 1960s), as well as an alternative shuttle to get to the airport (air taxi, such as what Uber proposes)? Specifically,
 1. What will be the impact on the airside operations (e.g. new pads to accommodate electric VTOL shuttle take-off and landings for inter-airport flights)?
 2. What will be the impact on the landside operations? For instance, will the airport need to build new pads, say, on top of a parking lot, to accommodate electric VTOL air taxi take-off and landings for air taxi service (e.g. building to-airport flights, where the passengers check-in and pass through screening after being dropped off by an Air Taxi)?
3. Could T-8 be more generalized to include other types of buildings, such as hotel, workforce housing, offices, etc.? This might require zoning that isn't possible in today's code (e.g. housing on airport property).
4. Could the scope of T16 (hotel) include the flexibility to include things such as building above a parking lot? Could it also include a bridge over the road that separates it from the terminal? This bridge might also be part of the building, effectively using the space above the road for offices (e.g. SJC admin offices), hotel rooms and, potentially, workforce housing.
5. Is a connector between the SJC and the Santa Clara train station included in the General Plan changes? A transit connector is part of VTA's 2040 plan (T-18, referenced on page 38 in the VTA plan), but it doesn't seem to be in this plan? Does the terminal need to be included in the General Plan change? See this post for a fresh look at this challenge and how to potentially create a connector that pays for itself.
6. What about the property that is just north of De LaCruz/Trimble that had the Radar field. That should be looked at for some activity, such a solar power field.
7. Regarding solar power and energy storage, what opportunities are there to integrate solar power (e.g. ring the fences with solar collectors, as an example) and does this need to be mentioned in the General Plan?

Sincerely,

Dan Connolly, D10 Airport Commissioner
Raymond Greenlee, D6 Airport Commissioner
Catherine Hendrix, D9 Airport Commissioner
Ken Pyle, D1 Airport Commissioner

Keyon, David

From: Aghegnehu, Ben <[REDACTED]>
Sent: Thursday, January 31, 2019 1:31 PM
To: Keyon, David
Cc: Talbo, Ellen
Subject: RE: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103) Comments

January 31, 2019

David Keyon
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1905

SUBJECT: Notice of Preparation of An Environmental Impact Report for the Amendment to the Mineta San José International Airport Master Plan

Dear Mr. David Keyon:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Notice of Preparation of An Environmental Impact Report for the Amendment to the Mineta San José International Airport Master Plan and is submitting the following comments:

1. Please include all affected County maintained intersections along Almaden, Central, Montague, San Tomas, and Lawrence Expressway in the Transportation Analysis. Many airport users from the Almaden Valley area use Almaden Expressway and SR 87 to get to the airport, and we want to see the degree of network impacts on the Almaden Expressway corridor. Lawrence intersections near Central could also experience impacts. We're asking the TIA to include these CMP facilities if the proposed project's trip distribution shows project trips crossing that threshold and therefore include these in the analysis.
2. Currently, we are working with the City, Caltrans, and the VTA on the US 101/De La Cruz/Trimble Interchange Improvement project. This project is important to us because it should address the circulation and congestion issues on the west side of the Airport, especially at the Central Expressway/De La Cruz intersection. To that end, we will continue to participate to advance this project, but we believe that access to the Airport at or near Reed St/Martin Ave would further improve the level of service at County Expressway facilities. The EIR should address the feasibility of access at this location.
3. Please identify and discuss any inconsistencies between the proposed elements and existing regional plans including but not limited to the Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan (Santa Clara CLUP).
4. Please include both VMT and LOS methodologies for impacts in the Transportation Analysis.

Thank you for reaching out and considering these comments. If you have any questions or concerns about these comments, please contact me at 408-573-2462 or [REDACTED]

Thank you,

Ben Aghegnehu

Associate Transportation Planner
County of Santa Clara | Roads & Airports
101 Skyport Rd | San Jose, CA, 95110
408-573-2462 (o)

From: Keyon, David <david.keyon@sanjoseca.gov>

Sent: Thursday, December 20, 2018 10:24 AM

To: Keyon, David <david.keyon@sanjoseca.gov>

Subject: Amendment to the SJC Airport Master Plan - Notice of Preparation of an EIR (File no. PP18-103)

To whom it may concern:

**NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT FOR THE
AMENDMENT TO THE MINETA SAN JOSÉ INTERNATIONAL AIRPORT
MASTER PLAN**

File no.: PP18-103

Project Applicant: City of San Jose

APN: Multiple

Project Description: Amendment to the Airport Master Plan to 1) extend the horizon year and demand forecasts from 2027 to 2037; 2) incorporate the set of airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis Study; and 3) update the layout and sizing of various landside facilities to adequately serve the projected 2037 demand. Project details can be found at <http://www.sanjoseca.gov/index.aspx?NID=6263>.

Location: Mineta San José International Airport, generally bounded by U.S. 101 to the north, the Guadalupe River and State Route 87 to the east, Interstate 880 to the south, and Coleman Avenue and De la Cruz Boulevard to the west.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

A public scoping meeting for this project will be held at the following date, time, and location:

When: Monday, January 14, 2019, 6:30 – 8:00 p.m.

Where: Mineta San José International Airport,
1701 Airport Boulevard (between Terminals A and B)
Boeing/McDonnell Conference Room

Access and parking information

Once you arrive at the airport, follow signs to the Terminal A Hourly Lot 2 (parking garage). After parking, follow signs to International Arrivals, then continue south along the sidewalk to the Airport Admin Offices located in Suite B1130. Once you arrive in the offices, please check in with the receptionist. Please bring your parking ticket with you. For more information, see: https://www.flysanjose.com/sites/default/files/Visitors_Admin.pdf

Parking will be validated

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Active EIRs website at <http://www.sanjoseca.gov/index.aspx?NID=6263>, including the EIR Scoping Meeting information.

According to State law, the deadline for your response is 30 days after receipt of this notice. However, due to the closure of City Hall between December 24, 2018 and January 1, 2019, the City will accept comments **until 5 p.m. on January 31, 2019**. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José
Department of Planning, Building and Code Enforcement
Attn: David Keyon, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7898, e-mail: david.keyon@sanjoseca.gov

David Keyon AICP

Supervising Planner - Environmental Review

**City of San Jose - Department of Planning, Building, and Code Enforcement
(408) 535-7898**



CITY OF
**PALO
ALTO**

OFFICE OF THE CITY MANAGER

250 Hamilton Avenue, 7th Floor
Palo Alto, CA 94301
650.329.2392

January 31, 2019

City of San Jose
Department of Planning, Building, and Code Enforcement
Attn: David Keyon, Environmental Project Manager
200 E. Santa Clara Street, T-3
San Jose, CA 95113
david.keyon@sanjoseca.gov

Re: EIR Scope for the Amendment to the Mineta San Jose International Airport Master Plan

Dear Mr. Keyon:

On behalf of the City of Palo Alto, I am writing regarding the scope of the Environmental Impact Report (EIR) for the update to the Master Plan for the Norman Y. Mineta San José International Airport (SJC).

The City of Palo Alto appreciates the value of the Mineta San José International Airport to the regional economy of Silicon Valley its central role in providing mobility to support our region's quality of life. We also recognize that the airport's plans to expand from 30 to 42 operating gates by 2037 fall within SJC's capacity plans that allow for up to 49 gates.

As the airport prepares its EIR for an update to the Master Plan, the City of Palo asks that the scope of the EIR include consideration of how flight increases (both recent actual increases and forecasted potential future increases) will affect the noise experienced not only by San José but also by neighboring communities like Palo Alto. Specifically, we propose that the EIR apply at least a 15-mile radius from the airport to include affected communities in the EIR.

We hope the EIR analysis of noise will be thorough and ask that the airport consider measuring noise contours at 45 dB CNEL and in increments of 5 dB. In addition, as the EIR scope will include studying air quality and greenhouse gas emissions, we request that the study consider emissions and air quality impacts of the projected flight increase on Palo Alto and other cities within at least 15 miles of the airport.

We acknowledge that the south flow configuration for arrivals is only required approximately 15 percent of the time under current operations; however, our community is concerned that an increase in airport capacity may correspond to an increase in the impacts already experienced



CityOfPaloAlto.org

in Palo Alto, particularly given that 50 percent of south flow arrivals now make their turn over Palo Alto. If negative noise or air quality or emissions impacts on Palo Alto are identified in the EIR, we look forward to mitigation of these impacts.

On a related topic, the City of Palo Alto enjoys a collaborative relationship with the staff of the San Francisco International Airport (SFO)'s Noise Abatement Office and look forward to developing a similar rapport with the staff of the Mineta San José International Airport. One of the most effective vehicles for such collaboration is the SFO Roundtable, and we hope the City of San José and SJC will find a path to engaging with the new Santa Clara/Santa Cruz Counties Airport/Community Roundtable.

Respectfully,



Ed Shikada
City Manager

Cc: Palo Alto City Council
Dave Sykes, City Manager, City of San José
John Aitken, Airport Director, Mineta San José International Airport



January 31, 2019

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: David Keyon

Subject: City File No. PP18-103 / Amendment to Mineta San Jose International Airport Master Plan

Dear Mr. Keyon:

The Santa Clara Valley Transportation Authority (VTA) has reviewed the Notice of Preparation (NOP) for an Environmental Impact Report for an Amendment to the Mineta San José International Airport Master Plan. We have the following comments.

Bicycle and Pedestrian Recommendations

It is not clear if the Draft EIR will include the Guadalupe Trail corridor as an important commute and recreational facility. The Draft EIR should include this corridor as an important point of access for the airport and analyze the bicycle and pedestrian travel on the corridor as part of the Transportation Impact Analysis (TIA). The Draft EIR should include analysis and identification of any significant impacts on these facilities resulting from the construction of the project.

VTA staff has been progressing on the design of the nearby US 101/De La Cruz Boulevard/Trimble Road Interchange. All alternatives currently under study include improved bicycle and pedestrian access across this very significant barrier. VTA and the City have also been working on the US 101/Zanker Interchange. All alternative currently identify bicycle and pedestrian improvements along Skyport Drive leading directly to the Airport. VTA recommends that the Draft EIR include improved bicycle and pedestrian access from De La Cruz Boulevard and Skyport Drive in the Local Transportation Analysis.

VTA recommends including improved long-term bicycle parking facilities as part of the proposed Master Plan Airfield Modifications list and project description. The Master Plan has the potential to construct and modernize multimodal facilities as part of the project. VTA recommends the City provide secure indoor bicycle parking (e.g. a bicycle cages or bicycle room) for employees, as well as secure bicycle parking for visitors (e.g. racks, bicycle lockers, bicycle room). The Master Plan presents an opportunity to seamlessly integrate high capacity bicycle parking into the building/parking garage design to meet the City's General Plan 2040 mode shift goals.

City of San Jose
January 31, 2019
Page 2

Transit Facilities

VTa is looking forward to providing enhanced frequent bus service to the airport. Route 60 will connect airport patrons and transit riders to Winchester Light Rail and the new Milpitas BART station. Frequencies will improve from 30 minutes to 15 minutes during the midday.

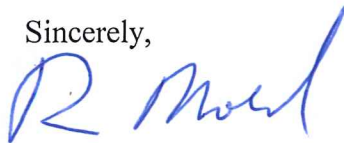
The NOP does not reference the Automated People Mover (APM). The APM project was studied as part of the 2003 Supplement Environmental Impact Report for the Airport Master Plan Update. Numerous studies and plans reviewing the feasibility of the APM have been led by both VTA and the City throughout the last decade. VTA recommends that the EIR Addendum references the status of the APM and updates the mitigation triggers requiring its future development and implementation.

Transportation Analysis

The NOP notes that the Transportation Analysis prepared for this project will comply with the requirements of the City's April 2018 Transportation Analysis Handbook. VTA understand that this analysis will therefore include an analysis of Vehicle Miles Traveled (VMT) generated by the proposed project, in comparison to a threshold of significance for VMT. Airports are not one of the typical land uses addressed in the City's Transportation Analysis Handbook. VTA recommends that the City clearly document the methodology, data sources and assumptions used in the VMT analysis for the project. VTA suggests using empirical data (for instance, survey data on origins and mode choice for airport employees) wherever possible. VTA staff is available to discuss the methodology for the VMT analysis with City staff.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Ryan Do, San Jose Development Services
Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

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January 31, 2019

SCH# 2018102020

GTS # 04-SF-2018-00224

GTS I.D. 13800

SCL - VAR - VAR

David Keyon, Environmental Project Manager
Department of Planning, Building and Code Enforcement
City of San Jose
200 E. Santa Clara St., T-3
San Jose, CA 95113

Amendment to the Mineta San Jose International Airport Master Plan – Notice of Preparation

Dear David Keyon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the review of the Notice of Preparation (NOP).

Project Understanding

Amendment to the Airport Master Plan (also referred to as "the project") to: 1) extend the horizon year and demand forecasts from 2027 to 2037; 2) incorporate the set of airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis Study; and 3) update the layout and sizing of various landside facilities to adequately serve the projected 2037 demand. A detailed project description is attached. Mineta San José International Airport, generally bounded by U.S. 101 to the north, the Guadalupe River and State Route (SR) 87 to the east, Interstate (I)-880 to the south, and Coleman Avenue and De la Cruz Boulevard to the west.

Multimodal Planning

The DEIR should discuss how the project will integrate with the surrounding community and any planned projects in the vicinity, such as the Bay Area Rapid Transit (BART) extension and the Diridon High Speed Rail Station. The project should list any proposed transportation improvements that will accommodate a cumulative increase in pedestrian, bicycle and transit

users. Furthermore, it should present a strategy to increase bicycle access; for example, developing direct dedicated bicycle and pedestrian connections to the Diridon Station and Santa Clara BART Station.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified and incorporated in the project. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation.

The Lead Agency should also ensure that the cost of needed improvements, funding sources, and a scheduled plan for implementation is incorporated into the capital improvement plan as part of the environmental process. Caltrans welcomes the opportunity to work with the Lead Agency and local partners to secure the funding for needed mitigation, including the addition of continuous bikeways on streets under/over SR 87, I-880, and US 101 as outlined in the Caltrans *Caltrans District 4 Bike Plan* Appendix A (see link below). Traffic mitigation and cooperative agreements are examples of such collaborative measures.

http://www.dot.ca.gov/d4/bikeplan/docs/D4BikePlan_ProjectList.pdf

Vehicle Trip Reduction

The project should include strategies that will decrease VMT. Bicycle parking should also be discussed under the parking section of the DEIR, and address how its location will optimize bicycle and transit use. Given the size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and convenient transit access;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas;
- Improving pedestrian or bicycle networks, or transit service;
- Bicycle storage facilities located conveniently near entrances to minimize detriment of bicycle use due to weather conditions;
- Bicycle repair station(s);
- Showers, changing rooms and clothing lockers for bike commuters;
- Bicycle route mapping resources and bicycle parking incentives;
- Transportation and commute information kiosk(s);
- Subsidized transit passes for employees on an ongoing basis;
- Charging stations for electric vehicles;
- Clean-fuel parking spaces;
- Lower parking ratios and limiting or eliminating parking supply;

- Incentives or subsidies that increase the use of modes other than single-occupancy vehicles;
- Providing access to a commute reduction program;
- Car-, bike-, and ride-sharing programs;
- On-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
- Employee transportation coordinators at employment sites;
- Guaranteed ride home service to users of non-auto modes;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with annual Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to achieve those targets. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet *Caltrans Strategic Management Plan* sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Travel Demand Analysis

Please analyze VMT resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the STN. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way. Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the Lead Agency's guidelines or, if the Lead Agency has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit

conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.

- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Operational Analysis

In addition to a VMT analysis, please provide trip generation, trip distribution, and trip assignment estimates for this project. To avoid traffic conflicts such as inadequate weaving distances and queues spilling back onto the freeway, the project should evaluate the adequacy of freeway segment operations in the project vicinity, including vehicle interaction with bicyclists and pedestrians at the off-ramps. Project-generated trips should be added to existing and future cumulative scenario traffic volumes to avoid traffic conflicts due to queue formation at the I-880 and I-980 off-ramps listed below. The analysis should identify if adequate storage capacity is available for turning movements at the listed intersections and freeway off-ramps and determine whether queues will spill back onto the freeway mainline. Demand volumes should be used for this type of evaluation rather than output volumes or constrained flow volumes.

- Northbound (NB) & southbound (SB) SR 87 ramps to and from W Taylor Street intersection
- NB & SB SR 87 ramps to and from Skyport Drive intersection
- NB US 101 off-ramp to De La Cruz Blvd intersection
- NB US 101 the two on-ramp from De La Cruz Blvd
- SB US 101 ramps to and from De La Cruz Blvd
- NB & SB SR 82 and De La Cruz Blvd intersection
- NB I-880 ramps at McKendrie Street/ Coleman Avenue intersection,
- Airport Blvd and Coleman Avenue intersection
- NB & SB I-880 ramps to and from Coleman Avenue

Cultural Resources

The project area is sensitive for cultural resources and there are archaeological resources that could be impacted by the project. We recommend that the City of San Jose conduct a cultural resource technical study that at a minimum includes a record search at the Northwest Information Center of the California Historical Resources Information System (CHRIS) and a field survey of the project area by a qualified archaeologist and a qualified architectural historian.

Additionally, per CEQA and Assembly Bill (AB) 52, we recommend that the City of San Jose

conduct Native American consultation with tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources or other sacred sites. If an encroachment permit is needed for work within Caltrans right-of-way, we may require cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 286-5630.

Sea Level Rise

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state right-of-way requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating state right-of-way must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Lead Agency

As the Lead Agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures. Furthermore, since this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Guidelines Section 15206, the DEIR should be submitted to MTC, the Association of Bay Area Governments and the Santa Clara Valley Transportation Authority for review and comment.

David Keyon, City of San Jose
January 31, 2019
Page 6

Thank you again for including Caltrans in the environmental review process. We look forward to working with the City of San Jose to improve pedestrian, bicycle and vehicular access to the Mineta San Jose International Airport. Should you have any questions regarding this letter, please contact Jannette Ramirez at (510) 286-5535 or [REDACTED].

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

January 31, 2019

City of San José Department of Planning, Building and Code Enforcement
Attn: David Keyon, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José, CA 95113

RE: Notice of Preparation of an Environmental Impact Report for the Amendment to the Mineta San José International Airport Master Plan

Dear Mr. Keyon,

The Sierra Club Loma Prieta Chapter is concerned about impact of the Airport Master Plan Amendment on the Guadalupe River riparian corridor and other habitat areas that are crucial for our urban wildlife to survive.

Please include the following considerations in your study and discussion of the environmental impacts of the Amendment:

1. Specifically consider impact on burrowing owls, migratory birds, and on any listed riparian species such as Steelhead.
2. Analyze and mitigate impacts of additional noise in habitat areas.
3. Analyze and mitigate impacts of additional light incursion in habitat areas and mitigate such impacts to the greatest extent feasible.
4. Analyze impacts on migratory birds of buildings taller than 50 feet within 300 feet of the riparian corridor and avoid any such impacts, which are difficult to mitigate.
5. Analyze and mitigate the potential for buildings to attract and injure or kill birds. Use bird-safe design measures.
6. Analyze and mitigate impacts on water quality due to stormwater runoff, litter, dumping, etc.

The aspect of the plan with the largest impact appear to be project T-8, construction of a new public long-term parking garage (up to approx. 9,000 spaces) on existing interim rental car parking lot. This project is immediately adjacent to the Guadalupe River. Please consider the San Jose's Council Policy "Riparian Corridor Protection and Bird-Safe Design" (2016) in the analysis of this project. Even if the airport is exempt from this policy, every effort should be made to meet the 100-foot setback requirement from top of bank and apply the suggested actions to mitigate impacts on birds and on the riparian corridor. This would include restoring native habitat and minimizing human activities within the setback.

Although airport development is exempt from the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (VHP), this plan is a valuable source of

information on the habitat and species issues that should be addressed in the environmental document, specifically the Western Burrowing Owl Conservation Strategy (especially management strategies).

Our hope is that airport development and specifically project T8 can include measures to protect and enhance the riparian value of the adjacent Guadalupe River corridor. At least we request that all impacts on habitat areas be mitigated to less than significant.

Respectfully submitted,

A handwritten signature in dark ink, reading "Katja Irvin". The signature is written in a cursive, flowing style.

Katja Irvin
Conservation Committee Co-Chair
Sierra Club Loma Prieta Chapter

Keyon, David

From: Zachary Kaufman [REDACTED] >
Sent: Thursday, January 31, 2019 5:02 PM
To: Keyon, David
Subject: forthcoming Airport E.I.R.

Hi.

Per:

"NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE AMENDMENT TO THE MINETA SAN JOSÉ INTERNATIONAL AIRPORT MASTER PLAN", PP18-103 that moved the comment deadline to January 31, 2019

As building height may ultimately influence the aircraft makeup utilizing SJC, and thereby its greenhouse gas emissions, the following is pertinent:

The last E.I.R. update for the airport master plan covering expansion [Eleventh EIR Addendum, April 4, 2018] did not seem to cover greenhouse gas emissions. The previous (10th) EIR addendum was October 2013. In the interim, SB-32...

Quoting from it:

SEC. 2.

Section 38566 is added to the Health and Safety Code, to read:

38566.

In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the state board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.

SEC. 3.

This act shall become operative only if Assembly Bill 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017.

AB 197 was signed by the governor September 8, 2016.

As San Jose owns SJC, do greenhouse gas emission reductions implemented by the city, count towards the 40% state mandated cutback? Being an 12th hour E.I.R. comment, I'm not, at this time, familiar with how the air resources board looks at airports.

To: David Keyon, Environmental Project Manager
San Jose Department of Planning, Building, and Code Enforcement

From: The Sunnyvale-Cupertino Airplane Noise Group

Date: Jan 31, 2019

RE: Meeting Jan 14, 2019

"NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE AMENDMENT
TO THE MINETA SAN JOSÉ INTERNATIONAL AIRPORT MASTER PLAN", PP18-103

Comment deadline January 31, 2019

PROPOSED INCREASE IN NUMBER OF AIRLINES GATES WILL RESULT IN MORE AIRPORT THROUGHPUT,
AND EXACERBATE ISSUES IN SURROUNDING COMMUNITIES REGARDING AIRPLANE NOISE AND HEALTH
CONCERNS RELATED TO THESE SAN JOSE AIRPORT OVERFLIGHTS

As suggested at the public feedback session on January 14 at SJC:

Due to recent FAA NextGen flight path changes, the cities of Sunnyvale, Cupertino, Mountain View, and Palo Alto are now heavily impacted by airplane noise during San Jose Airport reverse flow (also called south flow operations). Under NextGen, the San Jose Airport south flow arrival flight path was shifted by miles into a narrow flight path that now impacts tens of thousands of residents during south flow operations.

Under Project Number T-13 "Terminal Projects", the airport is now proposing to expand the total number of gates from 40 total gates (in the 2027 master plan) to 42 total airlines gates under the 2037 master plan.

(Excerpt of Project T13)

Table 3: To-be-Completed Landside Projects		
#	Description Under Existing Airport Master Plan	Description Under Proposed Amendment to Airport Master Plan
Terminal Projects		
T-13	Expand Terminal B (South Concourse) to south onto remainder of demolished Terminal C site, consisting of up to 700,000 ft ² and 10 air carrier gates (ultimate total of 40 gates and 1.70 million ft ²).	Expand Terminal B (South Concourse) to south, including up to an additional 14 air carrier gates and 750,000 ft ² of building space, and associated passenger processing facilities (ultimate terminal complex total of up to 42 gates and 1.80 million ft ²).

More gates translate to more airline throughput at San Jose Airport, and ultimately more airplane noise over residents that are already heavily impacted by the FAA consolidated south flow arrival flight paths. An increase in San Jose flights over Sunnyvale, Cupertino, and Mountain View would exacerbate an already contentious airplane noise issue.

San Jose is directly responsible for planned expansions at the airport, which creates more airplane traffic. In their continued expansion of the airport, San Jose is directly responsible for the airplane noise issues that are now occurring over Sunnyvale, Cupertino, and Mountain View.

Currently there are 30 airlines gates at SJC; An additional 6 gates are under construction and scheduled for completion in mid-2019. We request that there be no further expansion of airline gates at San Jose airport until the airplane noise issue created during south flow operations is corrected over our cities (of Sunnyvale, Cupertino, Mountain View).

Continued expansion in the number of airline gates by SJC without consideration for the impacted residents and effective solutions being found is tantamount to negligence by San Jose officials and the San Jose Airport. Again, San Jose is directly accountable for the issues of airplane noise over the cities of Sunnyvale, Cupertino, and Mountain View, as they continue to expand the airport and SJC operations without any consideration for the neighboring cities.

How does the city of San Jose and San Jose Airport plan to deal with the issue outlined above, since they are the owners of the airport and directly responsible for expansions at this facility?

QUESTION:

As asked during the public feedback session on January 14 at SJC:

For clarification purposes, how many total airlines gates are being proposed for all of SJC in the 2037 masterplan proposal? (i.e. total maximum number of airline gates)?

GREEN HOUSE EMISSIONS:

In the EIR, are greenhouse gas emissions being considered regarding the SJC airport? If so, how will the studies be conducted and through what organizations or bodies?

Since San Jose is the owner of the airport, will they be impacted financially if greenhouse gas emissions are exceeded in the area due to the increase in flights originating from SJC?

STUDY REGARDING PARTICULATE MATTER AND HEALTH CONSEQUENCES ASSOCIATED WITH NOISE AND INCREASED PARTICULATE MATTER AROUND THE AIRPORT AND SURROUNDING COMMUNITIES?

Recent health studies have indicated that exposure to frequent airplane noise and increased particulate matter from airlines can have health consequences for residents under flights paths. Will the San Jose Airport be conducting health studies regarding health impacts? If not, who will be conducting these studies to determine additional health impacts from expanded operations at SJC?

Thank you for your consideration regarding these matters.

Sincerely,

Tony Guan

[REDACTED]

(408)357-0816

Jennifer Tasseff

[REDACTED]

(408)737-8258

And members of the Sunnyvale-Cupertino Airplane Noise Group
Over 500 members strong