

County of Santa Clara

Department of Planning and Development
 Planning Office
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Notice of Intent to Adopt a Negative Declaration

Per the California Environmental Quality Act (CEQA), this notice has been prepared to inform you that the following project will not have a significant effect on the environment.

File Number	TAZ	APN(s)	Date
N/A	N/A	Multiple	11/2/2009
Project Name		Project Type	
Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan for San Jose International Airport.		Land Use Plan / Public	
Owner		Applicant	
County of Santa Clara. Various within Airport Influence Area in the cities of San Jose and Santa Clara		Santa Clara County Airport Land Use Commission	
Project Location			
<p>San Jose International Airport is a City-owned public use airport, located two nautical miles north of Downtown San Jose. The environmental setting consists of all of San Jose International Airport and the areas surrounding the Airport within the AIA in the Cities of San Jose and Santa Clara. Figures 4a and 4b in the Comprehensive Land Use Plan represent the land use designations within the Airport environs based on the current City of San Jose and the City of Santa Clara General Plans. The predominant land uses in the Airport environs are residential, industrial and commercial. The residential uses range from low density, single-family detached, to high density residential with commercial mixed use. There are also public /quasi-public, religious, recreational, and educational facilities.</p>			
Project Description			
<p>The Project is an amendment to the Santa Clara County Airport Land Use Commission's Land Use Plan for Areas Surrounding Santa Clara County Airports (Land Use Plan) ("County CLUP") and is undertaken pursuant to the ALUC's authority under Public Utilities Code § 21670 et seq. The amendment includes the adoption of a new airport-specific Comprehensive Land Use Plan for San Jose International Airport ("SJC CLUP")</p> <p>The new San Jose CLUP is intended to be a comprehensive, self-contained CLUP for San Jose Airport. It includes several new policies and modifications to the following maps:</p> <ul style="list-style-type: none"> • ALUC referral boundary ("Airport Influence Area" or "AIA") • 65, 70 and 75 dBA CNEL Noise Contours • Incorporation of the Federal Aviation Administration, FAR Part 77 Surfaces Map • CalTrans Division of Aeronautics based Airport Safety Zones 			

The purpose of the San Jose Comprehensive Land Use Plan (CLUP) is to implement state law (Public Utilities Code § 21670 et seq.) and safeguard the general welfare of the inhabitants within the vicinity of San Jose Airport and those who use the Airport. The purpose of adoption and implementation of the CLUP is intended to ensure the orderly expansion of the Airport in accordance with the current Airport Master Plan and the adoption of land use measures that minimize the public's exposure to noise and safety hazards within areas around the Airport to the extent that those areas are not already devoted to incompatible uses.

In formulating the CLUP, the ALUC established policies suggested for the regulation of land use, building height, safety, and noise insulation within areas adjacent to each of the public airports in the county. The four maps (AIA, Noise Contours, FAR Part 77 and Safety Zones,) are used by the ALUC to determine the applicability of ALUC policies and compatibility between new uses and airport operations in terms of noise and safety. The purpose of each of these maps is described below:

SJC referral boundary (AIA) – The Airport Influence Area (AIA), defines the referral boundary for San Jose International Airport. When the Cities of San Jose or Santa Clara choose to amend their General Plan, or adopt or amend any specific plans, zoning ordinances, or building regulations, that would affect property within the AIA, the City must first refer the proposed action to the ALUC for a consistency determination. Voluntary referrals can also be made for other types of actions/projects within the AIA that may impact, or be impacted by the airport operations within the AIA. The new AIA area has been mapped to follow major existing roads and identified property boundaries to eliminate uncertainty in determining if a property will fall within the zone.

65, 70, and 75 dBA CNEL Noise Contours – These maps delineate the predicted Community Noise Equivalent Level (CNEL) boundary of the respective decibels as a result of airport operations at San Jose International Airport. If a project is referred to the ALUC and is within the 65, 70, or 75 dBA CNEL Noise Contours, the applicable noise policies would apply. Although the new adopted maps will include a 75 dBA CNEL Noise Contour, the contour is mostly located on airport property.

FAA, FAR Part 77 Surfaces Map - Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, establishes imaginary surfaces for airports and runways as a means to identify objects that are potential obstructions to air navigation. The functions of FAR Part 77 include: Identifying structures around airports that may affect operating procedures; Determining the need for an FAA Aeronautical Study; Charting new man-made or natural objects; and Identifying mitigation measures such as marking and lighting to enhance the safety of air navigation. Each surface is defined as either a slope-ratio, or at a certain altitude above the airport elevation, measured at Mean Sea Level (MSL). Projects located within the AIA are evaluated for consistency with the FAR Part 77 height restrictions. This is an FAA map that is updated as necessary as a result of changes in the airport runway(s). It is not a Santa Clara County or ALUC map, but is incorporated by reference in the CLUP.

Safety Zones – Airport safety zones are established to minimize the amount of people exposed to potential airplane hazards. The San Jose International CLUP uses the threshold adopted by the Airport and the FAA for positioning the FAA Runway Protection Zones as depicted on the FAA approved Airport Layout Plan, as a basis for positioning the safety zones. Furthermore, the safety zones defined for the Airport are based on the guidance for General Aviation Airports and Air Carrier Airports in the *California Airport Land Use Planning Handbook* (January 2002) adopted by the State of California, Department of Transportation, Division of Aeronautics (“2002 Handbook”) pursuant to Public Utilities Code § 21674.7. The following describes these safety zones:

Runway Protection Zones (RPZ)

The function of the Runway Protection Zone (RPZ) is to enhance the protection of people and property on the ground and aircraft occupants. RPZs should be clear of all objects, structures and activities. At San Jose Airport, the RPZ as adopted by the airport and the FAA. The safety zone begins from the runway thresholds (rather than the end of the runway pavement). It is a trapezoidal area centered on the extended runway centerline. The size is related to the expected aircraft use and the visibility minimums for that particular runway. The dimensions for all three runways at SJC are as follows:

- Runway 30L and Runway 12R (Air Carrier), are 2,500 feet long with an inner width of 1,000 feet and an outer width of 1,750 feet.
- Runway 30R and Runway 12L (Air Carrier) are 1,700 feet long with an inner width of 1,000 feet and an outer width of 1,510 feet.
- Runway 29 and Runway 11 (General Aviation) are 1,000 feet long, with an inner width of 500 feet and an outer width of 700 feet.

Turning Safety Zones (TSZ)

The Turning Safety Zones (TSZ) represent the approach and departure areas that have the third highest level of exposure to potential aircraft accidents. Runways 30L-12R and 30R-12L each have a sector at each end, which defines the area of this safety zone. The Sector is bounded on the inside by the extended runway centerline. The radius of these sectors is 12667 ft, with the center point located 6667 ft along the runway centerline from the outer end of the primary surface, towards the opposite end of the runway. The arc for the sector is swung to the side opposite from the other runway. The interior angle of the sector is 8.53 degrees from the extended runway centerline. There is one Turning Sector for each end of each of the runways. The TSZs for Runways 30R, 30L, 12R, 12L, 29 and 11 are the areas inside the Turning Sector that do not include the RPZ or the ISZ and do not include the RPZ or the ISZ.

Inner Safety Zones (ISZ)

The Inner Safety Zone (ISZ) is located within the Turning Sector boundary described above. The ISZ represents the approach and departure corridors that have the second highest level of exposure to potential aircraft accidents. The ISZ is centered on the runway centerline and extends from the outer edge of the Runway Protection Zone to the outer edge of the Turning Sector boundary. The length of the runway determines the dimensions. The ISZ for Runway 30L, 30R, 12L and 12R is an area 1,500 feet wide, centered on the runway centerline, contained within the Turning Sector. The total length of the RPZ and the ISZ is 6,000 feet. The ISZ for Runway 29 and 11 is an area 1500 feet wide, centered on the runway centerline. The total length of the RPZ and the ISZ is 3,800 feet. The Inner Safety Zone excludes the RPZ, the Turning Safety Zone and the Primary Surface.

Turning Safety Zones (TSZ)

The Turning Safety Zone (TSZ) represents the approach and departure areas that have the third highest level of exposure to potential aircraft accidents. The Turning Safety Zones are as for Runways 30R, 30L, 12R, 12L, 29 and 11 as the areas inside the Turning Sector that do not include the RPZ or the ISZ.

Outer Safety Zone (OSZ)

The Outer Safety Zone (OSZ) is a rectangular area centered on the extended runway centerline starting at the outer end of the ISZ and extending away from the runway end. The length of the runway determines the dimensions. The OSZ for each end of Runways 30L, 30R, 12L and 12R is a rectangular area 1,000 feet wide and 4,000 feet long centered on the extended runway centerline, starting at the outer edge of the ISZ and extending away from the runway threshold. The OSZ for each end of Runways 29 and 11 is a rectangular area 1,000 feet wide and 3,000 feet long centered on the extended runway centerline, starting at the outer edge of the ISZ and extending away from the runway threshold.

Sideline Safety Zone (SSZ)

The Sideline Safety Zone (SSZ) is an area along the length of the outside the Primary Surface intersecting the Turning Safety Zone. Aircraft do not normally over fly this area, except aircraft losing directional control on takeoff (especially twin-engine aircraft). The SSZ for runways 30L, 30R, 12L, 12R, 29 and 11 are 500 feet wide and extend along the runway Primary Surface to intercept the Turning Sector boundaries.

Traffic Pattern Zone (TPZ)

The Traffic Pattern Zone (TPZ) is that portion of the airport area routinely overflowed by aircraft operating in the airport traffic pattern. The potential for aircraft accidents is relatively low and the need for land use restrictions is minimal. There is no TPZ for Air Carrier runways, thus Figure 7 depicts the TPZ only on runway 29-11. The TPZ excludes all other zones described above.

- The Traffic Pattern Zone (TPZ) for runway 29-11 is the area bounded by a line constructed starting at a point 1000 feet from each end of the runway. With these points as the center, construct a quarter circle arc of 6000 feet radius to the southwest side of the runway and connect these two quarter-circles with a line tangent to both. The area outside any of the Runway Protection Zones, Inner Safety Zones, Sideline Safety Zones and Outer Safety Zones and inside this boundary and inside the Airport Influence Area is defined as the Traffic Pattern Zone for this runway.
- The Traffic Pattern Zone for this airport is defined as that portion of the Airport Influence Area outside the Runway Protection Zones, Inner Safety Zones, Traffic Pattern Zones, Sideline Safety Zones and Outer Safety Zones.

Purpose of Notice

The purpose of this notice is to inform you that the County Planning Staff has recommended that a Negative Declaration be approved for this project. County of Santa Clara Planning Staff has reviewed the Initial Study for the project, and based upon substantial evidence in the record, **finds that the proposed project could not have a significant effect on the environment.**

A public hearing for the proposed project is tentatively scheduled for the Airport land Use Commission on November 18, 2009 at 6:00PM in the County Government Center; 70 West Hedding Street, San Jose, CA 95110. It should be noted that the approval of a Negative Declaration does not constitute approval of the project under consideration. The decision to approve or deny the project will be made separately.

Public Review Period:

Begins: October 30, 2009

Ends: November 30, 2008

Public Comments regarding the correctness, completeness, or adequacy of this negative declaration are invited and must be received on or before the end of the review period listed above. Such comments should be based on specific environmental concerns. Written comments should be addressed to the **County of Santa Clara Planning Office, County Government Center, 70 W. Hedding Street, San Jose, CA 95110, Tel: (408) 299-5770**. Oral comments may be made at the hearing. A file containing additional information on this project may be reviewed at the Planning Office under the file number appearing at the top of this form. For additional information regarding this project and the Negative Declaration, please contact **Mark J. Connolly** at (408) 299-5786. Or via email at: mark.connolly@pln.sccgov.org

The Negative Declaration and Initial Study may be viewed at the following locations:

- (1) Santa Clara County Planning Office, 70 West Hedding Street, East Wing, 7th Floor, San Jose, CA 95110
- (2) Planning Office Website www.sccplanning.org (Environmental Documents under "Find it Fast")
- (3) Libraries within 2000 feet of San Jose International Airport.

Other Agencies sent a copy of this document

Caltran Division of Aeronautics (Courtesy Only, as they have an advisory role), Cities of San Jose and Santa Clara

Prepared by:

Mark J. Connolly

Signature

Date

Approved by:

Rob Eastwood, Senior Planner, AICP

Signature

Date

