

# County of Santa Clara

Department of Planning and Development  
 Planning Office  
 County Government Center, East Wing, 7<sup>th</sup> Floor  
 70 West Hedding Street  
 San Jose, California 95110-1705  
 (408) 299-5770 FAX (408) 288-9198  
 www.sccplanning.org



## 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	8/20/10
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

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.

### Project Description

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"). The purpose of the San Jose Comprehensive Land Use Plan (CLUP) is to implement State law (Public Utilities Code Section 21670 et seq.) and safeguard the general welfare of the inhabitants within the vicinity of SJC 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 currently adopted Airport Master Plan as well as 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. There are three runways at San Jose International. Two are used for Air Carrier (i.e. Southwest and United airlines), and Air Cargo (i.e. UPS and Fed Ex), and one is used for General Aviation (i.e. private single and twin engine aircraft, as well as private corporate aircraft). The Project also includes the repeal of the policies in the County CLUP with respect to their applicability to San Jose International Airport.

### **Adoption of SJC CLUP-**

The new San Jose CLUP is intended to be a comprehensive, self-contained CLUP for San Jose International Airport (SJC or Airport). It includes several new policies and modifications to the following maps:

- 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
- Airport Safety Zones

In the proposed CLUP, the size of the AIA only changes to include the proposed Traffic Pattern Zone for General Aviation runway 11-29. The size of the 65-dBA CNEL Noise contour does not change. However, the policies for these contours are updated. New 70 and 75 dBA CNEL contours, with associated policies are proposed. The FAA Part 77 Surfaces Map is not an ALUC map. It is an FAA map, included into the CLUP as a tool to identify potential obstacles to aviation safety. While there are text changes in the proposed CLUP, no new policies are proposed for the FAA Part 77 Surfaces Map.

With respect to the safety zones, the current County-wide CLUP only includes the Runway Protection Zones and an Inner and Outer Safety zone. The new CLUP proposes maintaining those safety zones, as well as proposing Turning Safety Zones, Sideline Safety Zones and a Traffic Pattern Zone for the General Aviation Runway 11-29. In addition to the introduction of new safety policies in these zones, the existing policies in the current safety zones are also updated.

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.

**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 noise exposure levels in 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. The size and shape of the 65 dBA CNEL contour does not change. However, updates to the policies are proposed. The 70 and 75 dBA CNEL maps are new maps with new associated policies.

**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.

**Safety Zones** – Airport safety zones are established to minimize the amount of people exposed to potential airplane hazards. 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 dimensions for all safety zones can be found in the CLUP document and the accompanying compatibility policies can be found in [Table 4-2](#) (page 4-8) of the SJC CLUP. The following describes these safety zones and [Figure 7](#) (attached) shows their location on a street grid:

➤ ***Runway Protection Zones (RPZ)***

The RPZ is the most restrictive of all safety zones and is located immediately at the ends of the runways. The RPZs are depicted on the FAA approved Airport Layout Plan for SJC, which is a drawing found in the Master Plan for the Airport. The RPZ’s should be clear of all objects, structures and activities. There are no proposed changes to the dimensions of these safety zones and they remain “object free zones”. The current County-wide CLUP policies refer to this area as the “Inner Safety Zone”. In both cases, this area is an object free zone.

➤ ***Inner Safety Zones (ISZ)***

The Inner Safety Zones (ISZ) are located at the ends of the runways, immediately after the RPZ. The ISZ have the second highest level of exposure to potential aircraft accidents. The new policies within the ISZ are significantly less restrictive than the policies in the current County-wide CLUP. In the County-wide CLUP, the ISZ is synonymous in location with the Outer Safety Zone (OSZ) and uses a “10-25 rule” for development compatibility, which means 10 people per acre and no more than 25 people at any given time. The proposed SJC CLUP allows for very low-density development within these zones and includes minimum open space requirements. Residential development is not allowed and high-density commercial uses are not allowed in these zones. Also, hazardous materials and gas stations are not allowed in these zones.

➤ ***Turning Safety Zones (TSZ)***

The Turning Safety Zones (TSZ), are located at the corners of each runway and are not currently in the County-wide CLUP. These safety zones are new and represent the approach and departure areas that have the third highest exposure to potential aircraft accidents. These zones allow slightly more development density than the Inner Safety Zones, with slightly less open space requirements. Residential uses are allowed if they are infill development and when non-residential uses are not feasible. Hazardous materials facilities (e.g., gas stations) are also not allowed in these zones.

➤ ***Outer Safety Zone (OSZ)***

The Outer Safety Zone (OSZ) is the next safety zone outside of the inner safety zone. The current County-wide CLUP has an Outer Safety Zone, but its limits terminate where the proposed Inner Safety Zone is currently located. The inclusion of this safety zone is new in this proposed location. The proposed SJC CLUP allows residential uses within the OSZ if they are infill development, or if non-residential use is not feasible. The population densities are slightly less restrictive than the current County-wide CLUP. However, high-density commercial development is still discouraged, as well as hazardous materials.

➤ **Sideline Safety Zone (SSZ)**

The Sideline Safety Zones (SSZ) are new safety zones. They are located along the length of the outside of the runways. Aircraft do not normally over fly this area, except aircraft losing directional control on takeoff (especially twin-engine aircraft). In the proposed SJC CLUP, this safety zone is restricted to allow only non-residential uses unless infill or non-residential use is not feasible. This safety zone has a slightly more restrictive open space requirement due to proximity to the runway. Hazardous materials are also discouraged in this safety zone.

➤ **Traffic Pattern Zone (TPZ)**

The Traffic Pattern Zone (TPZ) is a new safety zone. It is only designated for the General Aviation runway 11-29. This safety zone is located to the west of Runway 11-29 and encompasses an area around the Airport that is routinely over flown by General Aviation 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 limit to residential development and only uses with very high concentrations of people, such as stadiums, are discouraged.

**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 **September 22, 2010 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.

<b>Public Review Period:</b>	<b>Begins:</b> August 23, 2010	<b>Ends:</b> September 21, 2010
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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](mailto:mark.connolly@pln.sccgov.org)

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

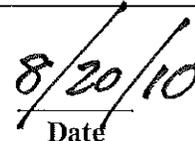
- (1) Santa Clara County Planning Office, 70 West Hedding Street, East Wing, 7<sup>th</sup> Floor, San Jose, CA 95110
- (2) Planning Office Website [www.sccplanning.org](http://www.sccplanning.org) (Environmental Documents under "Find it Fast")
- (3) Libraries within 2000 feet of San Jose International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

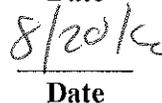
Prepared by:  
Mark J. Connolly

  
Signature

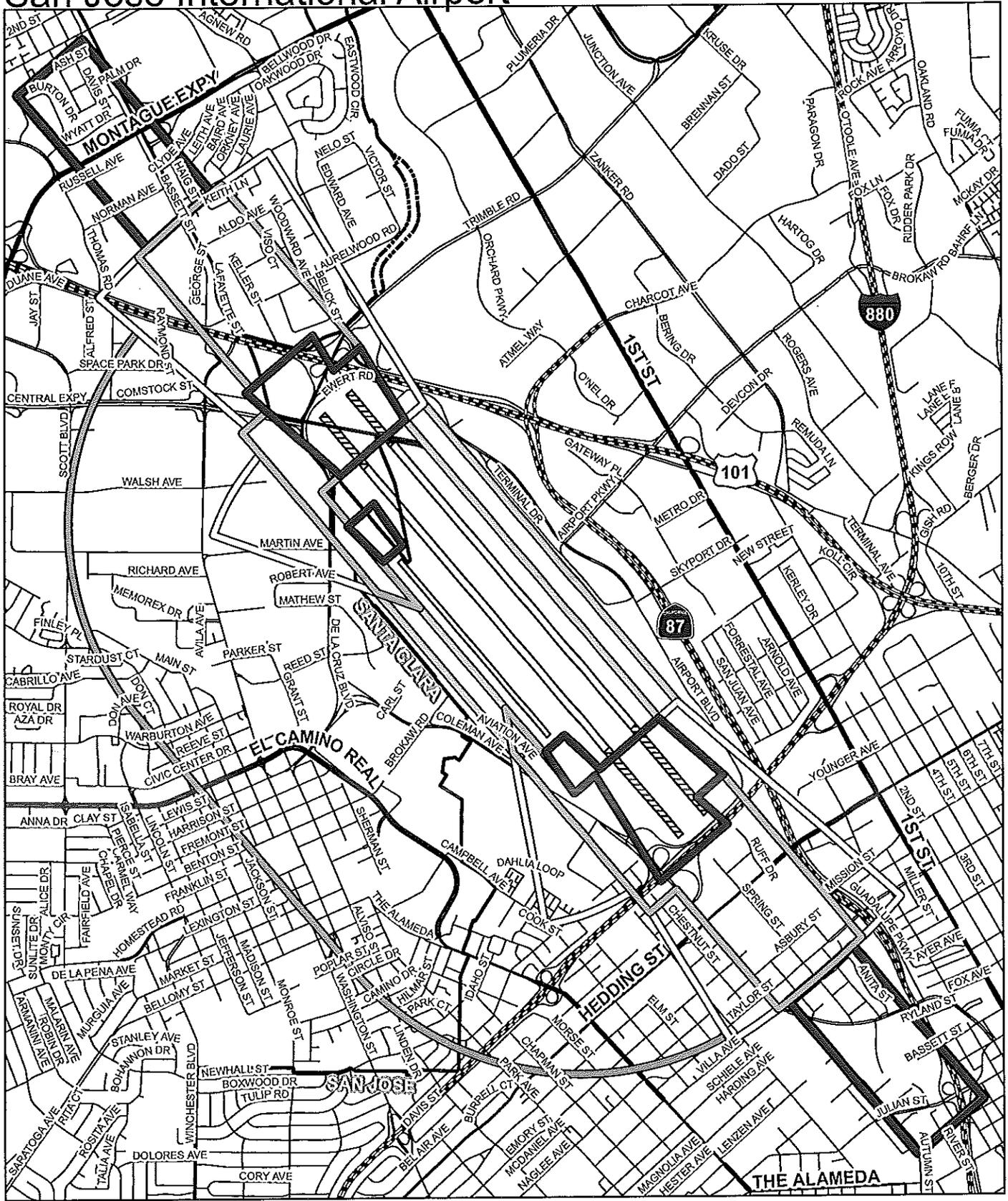
  
Date

Approved by:  
Rob Eastwood, Senior Planner, AICP

  
Signature

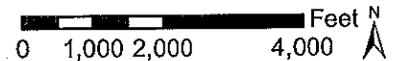
  
Date

# San Jose International Airport



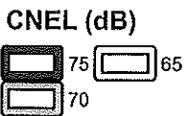
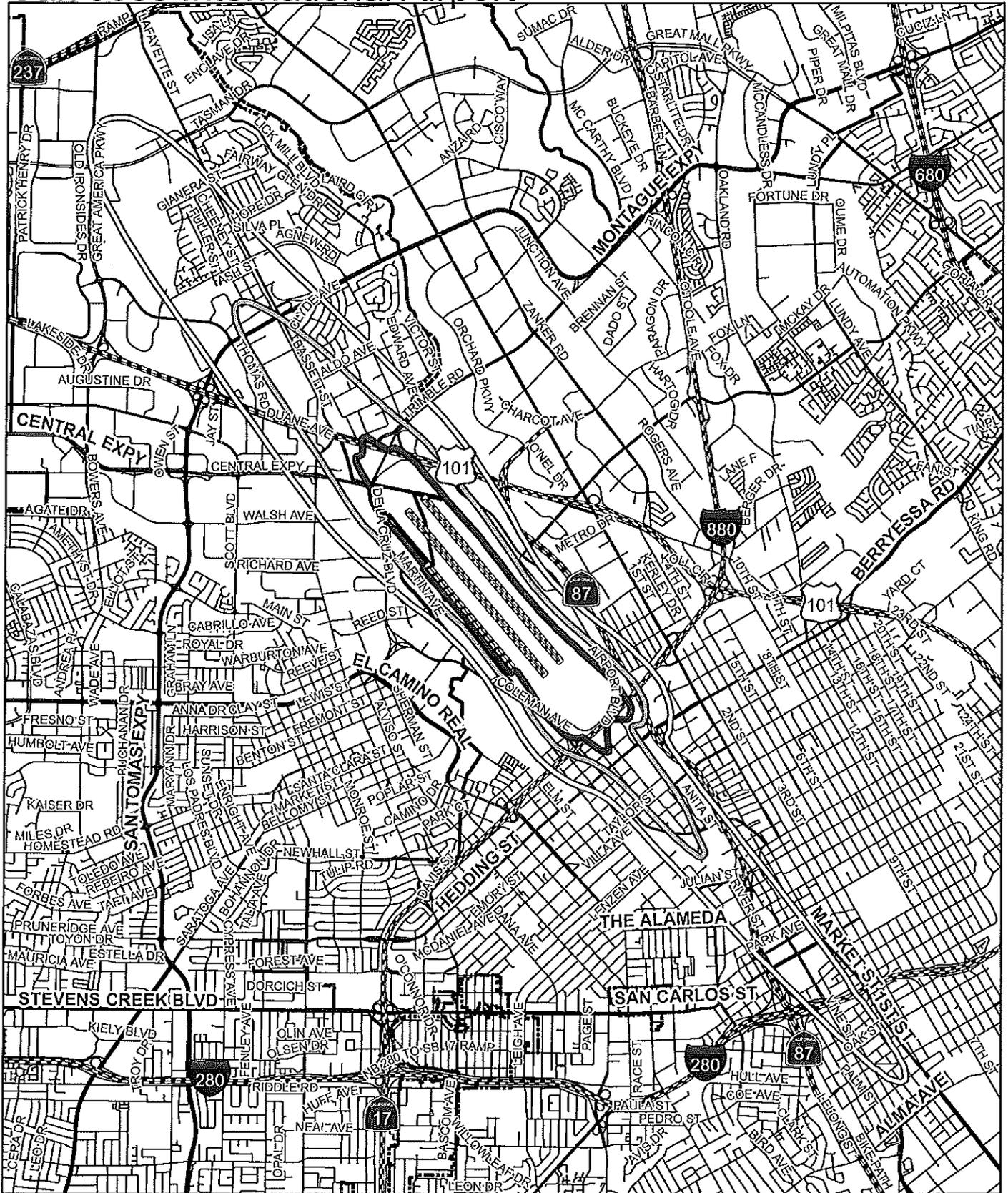
## Airport Safety Zones Figure 7

- Safety Zones**
- Runway
  - Proposed Runway
  - Runway Protection Zone
  - Inner Safety Zone
  - Turning Safety Zone
  - Outer Safety Zone
  - Sideina Safety Zone
  - Traffic Pattern Zona



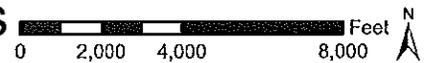
This map created by Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability for errors. Y:\Map\ALUC\projects\SS1\fig\ref\_st\_5.rxd

# San Jose International Airport



## 2022 Aircraft Noise Contours

### Figure 5



This map created by Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability.