



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Katy Allen
William F. Sherry

SUBJECT: AIRPORT EXEMPTION TO
COUNCIL LIGHTING POLICY 4-3

DATE: 09-10-07

Approved

Date

9/14/07

COUNCIL DISTRICT: Citywide

RECOMMENDATION

Adoption of a resolution approving an exemption of the Airport Terminal Area Improvement Program (TAIP) from City Council Policy 4-3, Outdoor Lighting on Private Developments, which requires the use of low pressure sodium lighting in unroofed areas of private developments throughout San José.

OUTCOME

Approval of the proposed exemption will allow the Airport TAIP to light the terminal area as a pedestrian corridor utilizing lighting sources other than low pressure sodium.

BACKGROUND

In October 2006, Council awarded the design-build contract for the TAIP to Hensel Phelps Construction (HP). The contract provides that HP will design and construct the following major project elements:

- Modifications to Terminal A
- New Terminal B – Phase 1
- Temporary Terminal C
- New Rental car garage
- New roads and bridges

The new roads and bridges element of the TAIP includes the installation of roadway lighting along Airport Blvd. and Terminal drive. Under City Council Policy 4-3 low pressure sodium lighting is required in unroofed areas for private development throughout San José. The purpose of this policy is to promote energy efficient outdoor lighting on private development in the City of San José that provides adequate light for nighttime activities while benefiting the continued enjoyment of the night sky and continuing operation of the Lick Observatory by reducing light pollution and sky glow.

While Policy 4-3 by its terms only applies to private development and therefore technically does not apply to City projects, the City has followed the Policy on City projects. Exceptions to City Council Policy 4-3 have been granted previously by Council for private, City and Redevelopment Agency projects for pedestrian-oriented nighttime districts, outdoor recreational facilities, outdoor automobile sales areas, and outdoor material handling areas. Typically airport facilities throughout the country are lit with lighting that has better color rendition than low pressure sodium in the terminal areas because of security and pedestrian comfort.

ANALYSIS

The Airport will be installing new roadway lighting in the terminal area along Airport Blvd. and Terminal Drive as part of the TAIP (see attachment). The existing lighting in this area that supports terminals A and C includes a mixture of low pressure sodium (LPS) and metal halide fixtures. Due to the high volume of pedestrians, this area is considered to be a pedestrian corridor and there is a strong need to install whiter lighting that shows true color to support the new North Concourse, Terminal B, and future South Concourse. This type of true color lighting includes high pressure sodium (HPS), metal halide fixtures, or Light Emitting Diode (LED) light.

True color lighting distorts color less than LPS and gives the perception of brighter light. This concept is advantageous at the Airport because there is a high mixture of pedestrians and vehicles. True color lighting allows motorists to see pedestrians more clearly and also illuminates sidewalks and signs better thereby minimizing confusion. As motorists enter the Airport terminal area, the increased brightness will alert them that they are entering a unique zone that is different than most City streets.

Under City Council Policy 4-3, Pedestrian-Oriented Nighttime Districts are excluded from having to use LPS lighting as long as the fixtures are fully shielded. Furthermore, the policy allows pedestrian walkways to use light sources other than LPS as long as the fixtures are fully shielded. Currently the downtown portion of San José referred to as the Central Business District and public streets identified as pedestrian corridors utilize lighting sources other than LPS. Based on this information the Airport is requesting an exemption to City Council Policy 4-3 and approval to use lighting fixtures other than LPS.

POLICY ALTERNATIVES

Alternative #1: Deny the Airport an exception to Council Policy 4-3

Pros: None

Cons: The Airport would use LPS lighting in a pedestrian corridor.

Reason for not recommending: The Airport roadways would not utilize lighting consistent with industry standards as well as pedestrian corridors in other areas of the City. The Airport roadways would be dimly lit and this could cause confusion to both motorists and pedestrians.

EVALUATION AND FOLLOW-UP

No additional follow up with the Council is needed at this time.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This action does not meet any of the above listed criteria; however this memorandum will be posted on the City's website for the October 2, 2007 Council agenda.

COORDINATION

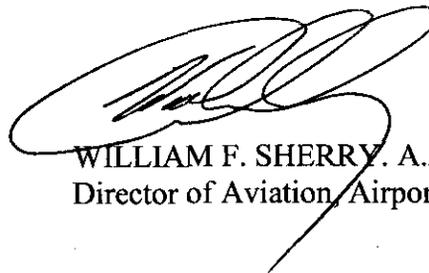
This project and memorandum have been coordinated with the Planning, Building and Code Enforcement Department, Transportation Department, City Manager's Budget Office and the City Attorney's Office.

CEQA

CEQA: Resolutions No. 67380 and 71451, pp 07-163.

Katy Allen

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