

RESOLUTION NO. 73213

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING A MAJOR AMENDMENT TO THE AIRPORT MASTER PLAN FOR THE NORMAN Y. MINETA SAN JOSE INTERNATIONAL AIRPORT TO UPDATE DEVELOPMENT PROGRAM OBJECTIVES AND FACILITY IMPROVEMENT PROJECTS

WHEREAS, by Resolution No. 67380, the City Council adopted certain findings of overriding considerations in accordance with the requirements of the California Environmental Quality Act (CEQA) for the San Jose International Airport Master Plan; and

WHEREAS, by Resolution No. 67381, the City Council adopted the Airport Master Plan (Master Plan); and

WHEREAS, San Jose Municipal Code §25.02.320 provides that the City Council may, in its discretion, approve a Major Amendment to the Master Plan if it makes a finding that the proposed revisions or modifications to the Master Plan are in the public interest; and

WHEREAS, the events of 9/11/01 and the prolonged downturn in the local and national economy have resulted in decreases in passenger activity levels, new security-related requirements, and financial turmoil for the nation's airlines; and

WHEREAS, the passenger demand projected for the year 2010 will most likely not occur until the year 2017; and

WHEREAS, the implementation of the remaining facility improvements as identified in the current Master Plan is no longer financially feasible; and

WHEREAS, in coordination with the City Planning, Building and Code Enforcement (PBCE) Department, an environmental consultant has analyzed the proposed changes to the Master Plan and concluded that the environmental impacts associated with a proposed change in the Master Plan horizon year from 2010 to 2017, as well as proposed changes in the scope of a number of planned facilities will not lead to a new significant effect or a significant effect being substantially more severe than shown in the previous EIR; and

WHEREAS, a Sixth Addendum to the Master Plan EIR documenting this analysis was issued by PBCE on April 26, 2006; and

WHEREAS, the City, in coordination with its airline tenants and consultants, formulated a set of recommended revisions to the Master Plan, which were conceptually approved by the City Council on 11/15/05 with direction to refine and bring back as a Master Plan amendment for formal consideration and action; and

WHEREAS, on 5/1/06, the Airport Commission unanimously recommended City Council approval of the Major Amendment to the Master Plan; and

WHEREAS, on 5/3/06, the Planning Commission unanimously recommended City Council approval of the Major Amendment to the Master Plan; and

WHEREAS, on 4/26/06 the Santa Clara County Airport Land Use Commission (ALUC) reviewed the proposed Major Amendment to the Master Plan at its public meeting and determined it to be consistent with the ALUC Plan; and

WHEREAS, the information on the proposed Major Amendment to the Master Plan was highlighted on the Airport website and a public notice of the Council public hearing for this item was published in the San Jose Mercury News;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

Section 1. Description of Proposed Major Amendment to the Airport Master Plan.

The proposed Major Amendment consists of three specific changes to the Airport Master Plan:

- Change the plan's horizon year of 2010 to 2017.
- Modify the terminal area facility improvement program in alignment with the latest growth and financial analyses.
- Update/rephase several other facility improvement projects accordingly.

Section 2. Findings. The Council of the City of San Jose hereby makes the following findings and determinations with regard to the proposed Major Amendment to the Airport Master Plan:

- a) The current Airport Master Plan is a phased program of facility improvements designed to accommodate commercial aviation demand projected for the year 2010.
- b) The overall goal of the proposed Major Amendment is for a phased program of facility improvements designed to accommodate commercial aviation demand projected for the year 2017 to the extent financially feasible and as actual demand warrants.
- c) The projected demand for the current Master Plan is 17.6 million annual passengers and 330,000 annual aircraft operations (air carrier, air cargo, general aviation, military) by the year 2010.
- d) The projected demand of the proposed Major Amendment is for the same level as the current Master Plan, but for the year 2017.
- e) The proposed Major Amendment would modify the terminal design concept from a single centralized facility to a hybrid central/unit terminal concept within the same footprint area. Under the approved Airport Master Plan, a single, centralized, multi-level, terminal building would be constructed. The

- centralized terminal would have 40 air carrier gates and would be 1.7 million square feet in size. The proposed modification would retain the same size and number of gates, as well as the same location, but the design would be two separate but connected terminal units. The proposed concept allows for the improvements to be constructed in a more expedient and less costly fashion.
- f) The proposed Major Amendment would modify the design of the Terminal Drive roadway. Under the approved Airport Master Plan, Terminal Drive would be a two-level facility in front of the consolidated passenger processing facilities of the passenger terminal. The decentralized nature of the proposed modification to the terminal design would allow this roadway to remain one level, as it is under existing conditions. The roadway would, however, be wider in front of the terminals.
 - g) The proposed Major Amendment would modify the size of the future rental car garage. Under the approved Airport Master Plan, a rental car garage with up to 10,000 parking spaces would be constructed in front of the passenger terminal. The proposed modification would reduce the size of this facility to a maximum of 6,000 parking spaces. The reduced size would mean that some rental car storage would remain at off-Airport locations, which is the case under existing conditions.
 - h) The proposed Major Amendment would modify the location for employee parking. Under the approved Airport Master Plan, employee parking, which is currently located on the west side of the Airport, would ultimately be relocated to the existing Terminal A garage. This would occur after the short-term public parking that currently occupies the Terminal A garage moves to a new public parking garage. The proposed modification would retain short-term public parking for the ultimate use of the Terminal A garage, and the employee parking would occur either at the former FMC property (now owned by the City and leased by the Airport) and/or within terminal area public parking garages.

- i) The proposed Major Amendment would modify the size of the future short-term public parking garage. Under the approved Airport Master Plan, a short-term public parking garage with up to 4,000 parking spaces would be constructed in front of the passenger terminal. The proposed modification would reduce the size of this facility to a maximum of 3,000 parking spaces. The reduced size would mean that the short-term parking that presently occurs in the Terminal A garage would remain at that location for the long-term.
- j) The proposed Major Amendment would modify the range of interim uses at the former FMC property. Under existing conditions, as allowed under the approved Airport Master Plan, the Airport leases a 52-acre portion of what is commonly referred to as the former FMC property. This property is located on the west side of Coleman Avenue, adjacent to the Airport. The approved Airport Master Plan indicates that the Airport will use this property for interim construction staging, interim relocation of rental car facilities, and/or interim relocation of employee parking. The proposed modification would expand the range of potential uses to include interim public parking, construction of flight kitchen facilities, and revenue-generating non-aviation leaseholds. Although the nature of a revenue-generating non-aviation leasehold is not presently known, any such use(s) would be limited to those that are consistent with, and allowed under, the existing land use entitlements for that property.
- k) The proposed Major Amendment would incorporate other minor modifications. In addition to the above-described modifications, the City is also proposing to make minor changes to the scope of several specific facility improvements that are identified in the approved Airport Master Plan. These changes would not affect the planned capacity or the layout of the airfield and landside facilities. The changes consist of adjustments to project phasing and deletion of components of projects that are no longer deemed necessary.
- l) There are 32 ongoing or project-specific environmental mitigation measures to reduce potential significant impacts of Airport activity for both the current Master Plan and the proposed Major Amendment.

- m) Exhibit A lists all current Airport Master Plan facility improvement projects as amended herein.
- n) Based on the recent consultant analysis that the passenger demand previously projected for 2010 would not likely be reached until 2017, and that all the projections for 2017 were less than or almost equal to the current Master Plan projections for 2010, and that specific facility improvements would only occur as demand warrants and is determined to be financially feasible, while retaining the identified environmental impacts and mitigation measures set forth in the certified 1997 Master Plan EIR and its 2003 supplement, the proposed Major Amendment to the Airport Master Plan is in the public interest.

Section 3. Approval. The proposed Major Amendment to the Airport Master Plan for the project as described in Section 1 above is hereby approved.

ADOPTED this 13th day of June, 2006, by the following vote:

AYES: CAMPOS, CHAVEZ, CHIRCO, CORTESE, LeZOTTE,
NGUYEN, PYLE, REED, WILLIAMS; GONZALES

NOES: NONE

ABSENT: YEAGER

DISQUALIFIED: NONE

RON GONZALES
Mayor

ATTEST:

LEE PRICE, MMC
City Clerk

