

RESOLUTION NO. 75399

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 DEMAND PROJECTIONS AND THE FACILITY DEVELOPMENT PROGRAM

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; and

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

WHEREAS, the Airport Master Plan, originally adopted by the City Council in June 1997 and amended over time, is a long range development guide currently intended to adequately accommodate projected commercial aviation demand by the horizon year 2017; and

WHEREAS, the Master Plan includes forecasts of aviation activity, facility requirements, and a phased development program of approximately 70 specific improvement projects, many of which have already been completed or are underway; and

WHEREAS, the prolonged downturn in the local and national economy, in addition to the events of 9/11/01, has impacted travel demand and the financial stability of the aviation industry, resulting in decreases in activity levels; and

WHEREAS, from 2000 to 2009, annual air passenger volume at the Airport has declined 36% (from 13.1 million to 8.3 million) and annual aircraft operations (total landings and takeoffs) have declined 49% (from 287,000 to 146,000); and

WHEREAS, the Airport Master Plan currently anticipates activity levels to increase to 17.6 million annual passengers and 330,000 total aircraft operations by 2017; and

WHEREAS, as the overall economy returns to a growth cycle in the near future, aviation demand will begin to increase again as well; and

WHEREAS, the demand level of 17.6 million annual passengers previously projected for the year 2017 will not likely occur until the year 2027; and

WHEREAS, air cargo activity (tonnage and airline aircraft operations) has declined more than 60% at the Airport since 2000; and

WHEREAS, growth in air cargo demand at the Airport to 2027 will occur much more moderately than previously projected for 2017; and

WHEREAS, in the year 2000, despite less than 10 acres of facility space, the volume of cargo handled was equivalent to 85% of projected 2027 demand; and

WHEREAS, for general aviation activity (70% decline in aircraft operations since 2000), demand in 2027 will also be much less than previously projected for 2017; and

WHEREAS, general aviation demand at the Airport has significantly shifted much more toward use of larger, corporate aircraft which require more hangar, ramp, and support service facilities; and

WHEREAS, the projected shifts in demand for air cargo activity and general aviation at the Airport would be better served at the Airport by adjusting and re-designating certain areas at the Airport; and

WHEREAS, In coordination with the Planning, Building and Code Enforcement (PBCE) Department, an environmental consultant has analyzed this proposed amendment to the Airport Master Plan and concluded that the revisions would not result in any larger or new impacts beyond those already identified in the Airport Master Plan EIR/SEIR; and

WHEREAS, some projected impacts will be less than currently projected, most notably aircraft noise, due to the lower number of projected aircraft operations and changes in types of aircraft; and

WHEREAS, on February 10, 2010, PBCE issued an Eighth Addendum to the Master Plan EIR, concluding that approval of the modifications included in this proposed amendment to the Airport Master Plan will not have any significant environmental impacts not previously disclosed in the Airport Master Plan EIR, nor will there be a substantial increase in the severity of previously-identified significant environmental impacts; and

WHEREAS, at its April 12, 2010, public meeting, the Norman Y. Mineta San Jose International Airport Commission recommended Council approval of this proposed Major Amendment to the Airport Master Plan; and

WHEREAS, at its April 21, 2010 public meeting, the San Jose Planning Commission recommended Council approval of this proposed Major Amendment to the Airport Master Plan; and

WHEREAS, at its March 24, 2010 public meeting, the Santa Clara County Airport Land Use Commission (ALUC) reviewed this proposed Major Amendment to the Airport Master Plan and determined it to be consistent with the ALUC Plan; and

WHEREAS, the City Clerk has given notice of the time and place of this City Council hearing by one publication in a newspaper of general circulation in the City at least twenty (20) days before the date of this hearing.

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 the following specific changes to the Demand Projections and designated Projects in the Airport Master Plan:

Summary of Airport Master Plan Demand Projections

	2009 (actual)	2017 Forecast (current)	2027 Forecast (proposed)	Notes
Air Carrier				proposed facility improvement projects unchanged
Total Passengers	8,321,750	17,600,000	17,600,000	
Airline Operations	102,774	186,400	183,700	
Air Cargo				less facility expansion required in 2027 due to lower demand
Total Tonnage	59,471	315,300	189,700	
All-Cargo Operations	2,364	13,100	6,800	
General Aviation				expanded facilities required in 2027 due to more large turbojet aircraft
Based Aircraft	149	360	209	
Operations	40,342	129,700	73,200	
Military Operations	358	800	100	
Total Operations	145,838	330,000	263,800	

Proposed Project Revisions to Airport Master Plan

Airfield Projects
<ul style="list-style-type: none"> Amend Project A-27 (<i>Construct cross Taxiway H between Rwy. 11-29 and Twy. V for B-II aircraft</i>) to: Construct cross Taxiway H between Rwy. 12R-30L and Twy. V (for D-IV aircraft). Add Project A-37: Extend cross Taxiway K between Rwy. 12R-30L and Twy. V (for D-IV aircraft).
Air Cargo Projects
<ul style="list-style-type: none"> Amend Project C-2 (<i>Construct new Cargo Airline facilities on northwest side of Airport, including up to 1.9 million sq.ft. of ramp, building, and vehicle parking/movement space</i>) to: Construct new Cargo Airline facilities at or adjacent to east side cargo airline areas, including up to 1.2 million sq.ft. of ramp, building, and vehicle parking/movement space. Amend Project C-3 (<i>Relocate/expand Belly-Freight facilities to new sites on east side of Airport, including up to 219,000 sq.ft. of building and vehicle parking/movement space</i>) to: Relocate/expand Belly-Freight facilities to new site(s) on east side of Airport, including up to 93,000 sq.ft. of building and vehicle parking/movement space.
General Aviation Projects

- Add Project G-8: Expand General Aviation facilities onto northwest side of Airport (44 acres, upon implementation of Projects T-7 and T-8).

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) Extending the Airport Master Plan horizon out for an additional ten years from 2017 to 2027 would provide a more appropriate long-range development timeframe, while retaining all the terminal and air carrier-related facility improvements and environmental mitigation measures included in the current Master Plan.
- b) Changing the future designated use of the northwest side of the Airport (currently the interim public long-term and employee parking lots) from cargo airline to general aviation facilities is necessary to meet current projections for air cargo and general aviation demand at the Airport.
- c) This change to the designated use of the northwest side of the Airport would allow the projected 2027 general aviation demand to be accommodated on the total 100 acres available on the west side of the Airport.
- d) Aircraft access between runways and the northwest side of the Airport would be enhanced with two additional cross taxiway connections.
- e) Air cargo facilities shall remain, and will have an opportunity to expand, on the northeast and southeast sides of the Airport.
- f) Although cargo expansion may ultimately be physically constrained to less than 28 acres, projected 2027 demand can still be accommodated as has been demonstrated in the past.

g) Based upon the facts and finding summarized in this Resolution, 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 8th day of June, 2010, by the following vote:

AYES: CAMPOS, CHIRCO, CHU, CONSTANT, HERRERA,
KALRA, LICCARDO, NGUYEN, OLIVERIO, PYLE; REED.

NOES: NONE.

ABSENT: NONE.

DISQUALIFIED: NONE.


CHUCK REED
Mayor

ATTEST:



LEE PRICE, MMC
City Clerk