

CITY OF SAN JOSÉ
ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE SAN JOSÉ INTERNATIONAL AIRPORT
MASTER PLAN UPDATE, AS SUPPLEMENTED (SCH #95073066)

Pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the Final Environmental Impact Report (EIR) identified below because the proposed project will not result in new significant effects beyond those analyzed in the Final EIR, an increase in severity of previously identified impacts in the Final EIR, nor are there changes in respect to the circumstances under which the project is undertaken to indicate the project's impacts will be greater than those previously analyzed. Therefore, the City of San José can take action on the project as being within the scope of the Final EIR as supplemented and addended.

PROJECT DESCRIPTION AND LOCATION: PP18-038, A PUBLIC PROJECT located at the Norman Y. Mineta San José International Airport on a 1,000-gross-acre site in the HI Heavy Industrial Zoning District for actions related to the development of four additional temporary gates on the south side of Terminal B, including issuance and approval of Request for Proposals for Design/Build contracts by City Council. Project components include the following:

- 1) An enclosed walkway between the south end of Terminal B and the proposed passenger hold room, including stairs from the Terminal B departures level and the ground level;
- 2) A ground-level covered arrivals walkway between the passenger hold room and the existing Terminal B baggage claim facility;
- 3) A single-story hold room of about 8,300 square feet in size, including seating areas, departure counters, and restrooms;
- 4) For radial boarding bridges between the hold room and the four aircraft parking positions; and
- 5) 5) Removal of approximately 100 temporary automobile parking spaces on the aircraft apron to accommodate the aircraft boarding positions, including relocation of the secure boundary fences.

Council District: 3.

The environmental impacts of this project were addressed by a Final EIR entitled, "San José International Airport Master Plan Update," and findings were adopted by City Council Resolution No. 67380 on June 10, 1997; and by a Final Supplemental EIR entitled, "Norman Y. Mineta San José International Airport Master Plan Update," and findings were adopted by City Council Resolution No. 71451 on March 18, 2003. Specifically, the following impacts were reviewed and found to be adequately considered by the EIR, as supplemented:

Cultural Resources
Aesthetics
Noise
Public Services and
Utilities

Air Quality
Air Safety
Biological Resources
Hazardous Materials
Land Use

Geology & Seismicity
Energy Supply & Natural Resources
Transportation & Circulation
Hydrology & Water Quality

ANALYSIS

The Final EIR, as supplemented and addended, analyzed the environmental impacts of the 1997 Airport Master Plan, which consists of a comprehensive and integrated package of improvements to airside and landside facilities at the Airport, such improved facilities having the design capacity to fully accommodate the 2027 forecast demand for air passenger, air cargo, and general aviation services (resulting in capacity for up to 17.6 million annual passengers). The approximately 70 capital improvement projects identified in the Master Plan, many subsequently completed, include the reconstruction and lengthening of the Airport's two main runways, numerous taxiway improvements, new air cargo and general aviation facilities, several multi-story parking garages, a new fuel storage facility, and new/reconstructed passenger terminals with up to 49 passenger gates.

The proposed interim gates, walkways, and passenger holding area will bring the total number of passenger gates from 30 to 34. The interim gates will be constructed on the aircraft apron and future site of a permanent ten-gate expansion of Terminal B contemplated in the 1997 Master Plan.


As discussed in the attached analysis, the development and operation of the four interim gates will not result in any new significant impacts not previously disclosed in the Final EIR, nor would they result in a substantial increase in the severity of a previously identified significant impact in the Final EIR as supplemented and addended, because the project is within the scope of development anticipated in the Final EIR. For these reasons, a supplemental or subsequent EIR is not required.

This Addendum will not be circulated for public review, but will be attached to the 1997 San Jose International Airport Master Plan Update Final EIR, as supplemented and addended, pursuant to CEQA Guidelines section 15164(c).

David Keyon
Planner IV

4/4/18
Date

Rosalynn Hughey, Acting Director
Planning, Building and Code Enforcement


Deputy

c: Cary Greene, Airport

DK/04-04-18

Attachment: Analysis supporting the Eleventh Addendum to the 1997 San Jose International Airport Master Plan Update Final EIR, dated April 4, 2018.

NORMAN Y. MINETA
SAN JOSÉ INTERNATIONAL AIRPORT
MASTER PLAN UPDATE PROJECT
SAN JOSÉ, CA

ELEVENTH
ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT

City of San José Public Project File No. PP 18-038

CITY OF SAN JOSÉ

APRIL 4, 2018

1.0 OVERVIEW

This document, drafted to comply with the California Environmental Quality Act (Pub. Res. Code § 21000 et seq.) ("CEQA"), is the Eleventh Addendum to an Environmental Impact Report ("EIR") (SCH #95073066) on the Master Plan Update (the "Airport Master Plan" or "Master Plan") for the Norman Y. Mineta San Jose International Airport ("SJC" or the "Airport"). The Airport Master Plan's EIR was certified in June 1997 ("SJC Master Plan EIR") and updated with a Supplemental EIR that was certified in January 2003 ("Supplemental EIR").

The purpose of this Addendum is to analyze the environmental impacts associated with the Project described below to determine whether such impacts are consistent with those described in the SJC Master Plan EIR, as updated in the Supplemental EIR.

2.0 OVERVIEW OF THE AIRPORT MASTER PLAN

2.1 DEVELOPMENT AND APPROVAL OF THE MASTER PLAN

In 1988, the City initiated a planning process to update its 1980 Airport Master Plan for SJC. The City's aviation consultants prepared demand forecasts for SJC and evaluated a series of alternative development scenarios which would adequately accommodate some or all of the projected growth in passenger and air cargo traffic at the Airport through a year 2010 planning horizon. Between 1988 and 1995, numerous meetings, workshops, and hearings occurred for the purpose of determining the range and scope of alternatives to be formally evaluated in an EIR. The City began the formal preparation of the Draft EIR for the Master Plan Update in 1995. The Draft EIR, which evaluated four alternatives (including the CEQA-mandated No Project Alternative), was published and circulated in October of 1996. The Final EIR was certified in June of 1997. The SJC Master Plan Update was approved by the San José City Council on June 10, 1997. A Supplemental EIR, which updated the noise analysis and addressed the effects of an Automated People Mover (APM), was certified in 2003. A number of EIR Addenda have also been prepared, as listed in Table 1, to address changes to the environmental setting and/or various amendments to the Airport Master Plan that have been approved since 1997.

2.1.1 Approved Airport Master Plan

The approved Airport Master Plan consists of a comprehensive and integrated package of improvements to airside and landside facilities at SJC, such improved facilities having the design capacity to fully accommodate the 2027 forecast demand for air passenger, air cargo, and general

TABLE 1
Approved Amendments to the 1997 SJC Master Plan ^a

Num-ber	Description of Amendment	Type	Approval Date	CEQA Clearance
1	Interim off-Airport Office Space and Reuse of Vacated On-Airport Space for Air Carrier-related Uses	Minor	June 1998	Master Plan EIR Reuse
2	Expanded Fixed Base Operator (FBO) Leasehold for ACM Aviation	Minor	June 1999	Master Plan EIR Reuse
3	Interim Relocation of Federal Inspection Services (FIS) Facility	Minor	June 1999	Master Plan EIR Reuse
4	Interim Rental Car Ready/Return Facility Consolidation	Minor	April 2000	Master Plan EIR Reuse
5	Terminal Area Development Program Modifications (including terminal, parking garage, and roadway project revisions, as well as associated interim facility changes)	Minor	November 2001	Master Plan EIR Addendum #1
6	94th Aero Squadron Early Lease Termination/Removal and Interim Reuse for Runway Project Cement Plant	Minor	December 2001	Master Plan EIR Reuse
7	Relocation of Remote Transmitter/Receiver Facility to North Side of Control Tower & Reuse of Site for General Aviation	Minor	February 2002	Master Plan EIR Reuse
8	Automated People Mover (APM) between Airport and Metro/Airport LRT Station	Minor	March 2003	Master Plan Supplemental EIR
9	Additional General Aviation Facilities on west side of Airport & Designate Employee Parking as ultimate use in Terminal A Parking Garage	Major	April 2003	Master Plan EIR Addendum #2
10	Off-Airport Construction Staging & Change in Designated Location of Future Airline Maintenance/Equipment Storage Facilities	Minor	June 2003	Master Plan EIR Reuse
11	Lease of 52-acre off-Airport Site for the Temporary Relocation of Rental Cars & Employee Parking	Minor	November 2004	Master Plan EIR Addendum #4
12	Square Footage of Centralized Passenger Terminal increased to 1,700,000 square feet	Minor	March 2005	Master Plan EIR Addendum #4
13	Shifted the Master Plan Horizon Year from 2010 to 2017; Modified designs of Terminal Area Facilities; Modified range of interim uses on former-FMC Site	Major	June 2006	Master Plan EIR Addendum #6
14	Change in Eastside Non-Terminal Development Projects to provide flexibility in location, function, & development sequencing	Minor	May 2007	Master Plan EIR Reuse
15	Shifted the Master Plan Horizon Year from 2017 to 2027; Decrease size of air cargo/belly-freight facilities; Increase acreage for general aviation facilities; Modify Taxiways H and K	Major	June 2010	Master Plan EIR Addendum #8

^a Per Section 25.02.300 of the San José Municipal Code, amendments to the Master Plan Update are classified as "minor" or "major". The criteria for defining minor and major amendments are set forth in that same section of the Municipal Code.

Notes:

EIR Addendum #3 addressed a modification to the Airport Noise Control Program that was approved on October 21, 2003. EIR Addendum #5 addressed the Airport's Gate Management Plan that was approved on November 15, 2005. EIR Addendum #7 addressed the impacts of the Master Plan with regard to its potential to increase terrorist attacks. EIR Addendum #9 evaluated the greenhouse gas impacts of the Master Plan. EIR Addendum #10 addressed the impacts of a new FBO. No Master Plan Amendment was involved with any of these EIR Addenda.

aviation services in a comfortable and efficient manner. The approximately 70 capital improvement projects identified in the Master Plan include the reconstruction and lengthening of the Airport's two main runways, numerous taxiway improvements, new and reconstructed passenger terminals with up to 49 air carrier gates, new air cargo and general aviation facilities, several multi-story parking garages, and a new fuel storage facility. Table 2 summarizes the primary improvements contained in the approved Airport Master Plan.

TABLE 2	
Summary of Key Projects in the Approved SJC Master Plan ^a	
Project Type	Description of Project
Airfield Improvements	- Reconstruct/lengthen Runway 12L/30R to 11,000 feet - Reconstruct/lengthen Runway 12R/30L to 11,000 feet
Passenger Terminals	- Modify existing terminals to create centralized passenger terminal with 49 air carrier gates and 1,700,000 square feet ^b
Public Parking Facilities	- Construct parking garages with 16,200 spaces ^c
Rental Car Facilities	- Construct consolidated parking garage with 6,000 spaces, including 2,000 ready/return spaces
Air Cargo Facilities	- Construct new all-cargo facilities totaling 1,165,100 square feet - Construct new belly-freight facilities totaling 92,400 square feet
Aviation Support Facilities	- Construct new fuel storage facility with capacity of 4,000,000 gallons
General Aviation Facilities	- Provide general aviation facilities on a total of 100 acres on the west side of the Airport
Transportation And Access	- Construct on-Airport APM - Upgrade/widen Terminal Drive - Construct grade separations on Airport Boulevard at Skyport Drive and Airport Boulevard - Construct APM between Airport and Metro/Airport LRT Station
^a Section 2.3.1 (beginning on page 2-5) of the Final EIR contains a listing and description of all SJC Master Plan projects.	
^b Number of air carrier gates limited to 40 by Section 25.04.300(B)(1) of the San José Municipal Code.	
^c Number of public parking spaces limited to 12,700 by Section 25.04.300(B)(3) of the San José Municipal Code.	
Source: SJC Master Plan, as amended through June 8, 2010.	

The 1997 Master Plan EIR analyzed the environmental impacts of the Master Plan based on aviation demand forecasts for a horizon year of 2010. As shown in Table 3, for air passengers and air cargo, the forecasted 2010 activity level was 17.6 million annual passengers and 315,300 annual cargo tonnage, respectively. For general aviation the forecasted demand was for 630

based aircraft with 226,800 annual operations¹, but the Master Plan accommodated (and the EIR analyzed) only 320 based aircraft with 115,300 annual operations.

**TABLE 3
Comparison of Airport Master Plan Activity Levels**

Forecast Horizon Year →	Actual Activity Level		Forecasted Level Used in CEQA Analyses		
	Baseline Used in 1997 EIR (1993)	Existing (2016)	2010 1997 EIR	2010 2003 Second EIR Addendum*	2027 2010 Eighth EIR Addendum
Annual Air Passengers (millions)	7.0	10.8	17.6	17.6	17.6
Annual Air Cargo (tons)	81,237	60,360	315,300	315,300	189,700
General Aviation (based aircraft)	491	137	320	360	209
Annual Aircraft Operations					
Air Passenger	115,832	103,280	243,100	186,400	183,660
Air Cargo	5,044	1,616	13,300	13,100	6,830
General Aviation	176,581	33,743	115,300	129,700	73,200
Military	888	276	800	800	100
Total	298,345	138,915	372,500	330,000	263,790

*As compared to the 1997 EIR, these numbers reflected changes in the projected fleet mix at SJC based on industry practices and trends. These numbers did not change in 2006 when the City amended the Master Plan to extend the Master Plan horizon year from 2010 to 2017. For a discussion of the downturn in the economy and other factors that led to this extension, see Section 3.1 of the Sixth Addendum to the 1997 Master Plan EIR.

Sources:

- Table 2.3.1 of the 1997 Master Plan EIR
- 2nd Addendum to 1997 Master Plan EIR
- 6th Addendum to 1997 Master Plan EIR
- 8th Addendum to 1997 Master Plan EIR
- Summary of Aviation Demand Forecasts (Ricondo & Associates, 2009)
- Annual Status Report on the Airport Master Plan for 2016

2.2 IMPLEMENTATION OF THE AIRPORT MASTER PLAN 1997 – 2017

Subsequent to the approval of the Master Plan in 1997, many of the capital improvement projects have been constructed. This includes the majority of the airfield improvement projects such as the extension of the Airport’s two main runways to 11,000 feet each and associated taxiway improvements. On the east side of SJC are new and remodeled passenger terminals, a customs

¹ An aircraft “operation” is defined as a takeoff or landing. Therefore, if an aircraft flies into the Airport and subsequently takes off, two operations have occurred.

facility for international flights, new/expanded parking lots and garages, and a new consolidated rental car facility. A new fuel storage facility has been constructed, as have numerous upgrades to the Airport's roadway system. On the west side of SJC, new general aviation facilities were constructed that include approximately 240,000 ft² of aircraft hangars, an approximately 10,000 ft² terminal, an outdoor seating area, a ground service equipment (GSE) shop, an aircraft apron, a fuel farm, an automobile parking area, and aircraft taxiways.

The remaining Master Plan capital projects include several taxiway upgrades/extensions, new air cargo facilities on the east side of the Airport, construction of the South Concourse of Terminal B, upgrades and expansion of various support facilities (e.g., maintenance, flight kitchen, rescue/firefighting, etc.), and the buildout of general aviation facilities on the west side of the Airport.

2.2.1 Updates to Forecasts and Airport Master Plan Amendments

Introduction and Background

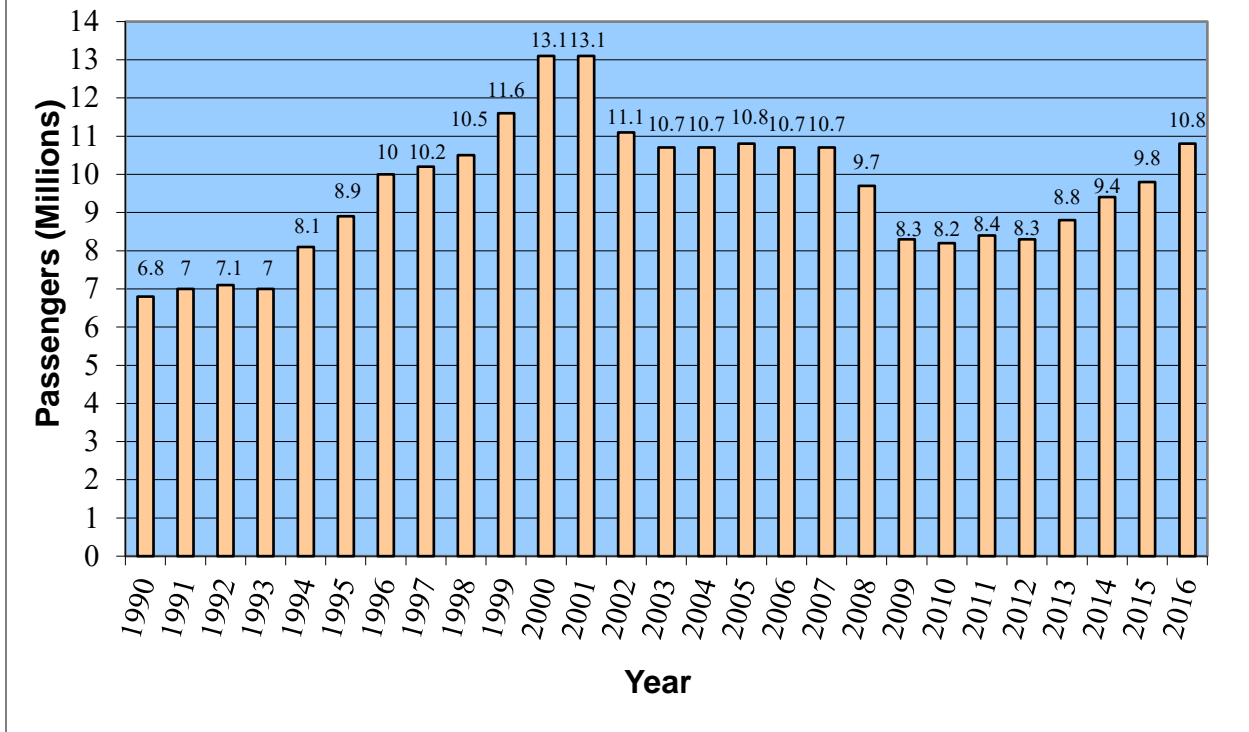
Similar to most master plans that contain numerous individual projects that are implemented over a multi-year period, the City has approved a number of Airport Master Plan amendments to reflect changed conditions in the aviation industry. The following paragraphs summarize the changed conditions and the factors that led to them.

At the time the original demand forecasts were undertaken in 1994, SJC was experiencing substantial annual growth in the number of air passengers using the airport. That substantial growth, which is summarized in Figure 1, was projected to continue through the year 2010. However, several unforeseen events subsequently transpired, which resulted in a major effect on the aviation industry and on activity levels at SJC: 1) terrorist attacks on September 11, 2001; 2) bursting of the high-tech "dot com" bubble in Silicon Valley; 3) substantial increases in the price of aviation fuel; and 4) the widespread economic recession that began in 2008, the recovery from which is ongoing.

As a result of these events and other factors, the airline industry has been undergoing rapid and significant changes. For example, airlines are frequently modifying their route structure and the markets they serve in response to changes in economic and competitive conditions. In addition, airline start-ups, mergers, reorganizations, and bankruptcies are more common in today's aviation industry than in past years.

At SJC, the cumulative effect of all of these changes was a decrease in airport activity between 2000 and 2012. Beginning in 2013 and continuing to the present, this trend has reversed as the economy recovers. Figure 1 depicts these changes.

**Figure 1:
Comparison of Annual Air Passenger Activity Levels at SJC**



Such changes have necessitated updates to SJC’s aviation forecasts, which in turn has resulted in various changes to the size, function, and location of some of the Airport’s planned air passenger, air cargo, and general aviation facilities.

1994 Forecasts

The original Airport Master Plan horizon year of 2010 was based on aviation demand forecasts that were prepared in 1994. The forecasts, which were utilized throughout the 1997 Master Plan EIR, quantified the expected demand for air transportation services at SJC in 2010, based upon an analysis of economic, employment, and demographic data. Based on those forecasts, a list of airport facility improvement projects to accommodate the projected demand was developed. These projects became the Airport Master Plan that was approved by the San José City Council in 1997.

2003 Forecast Update and Master Plan Amendment

In 2003, the 1994 assumptions for aircraft fleet mix and aircraft operations projected to occur by 2010 were revised to reflect the latest practices of the airlines, air cargo carriers, and

owners/operators of general aviation aircraft. Also in 2003, the number of based general aviation aircraft at SJC was raised from 320 to 360 to reflect a Master Plan Amendment that allowed the expansion of Atlantic Aviation (formerly the San Jose Jet Center), an existing fixed base operator (FBO) at the Airport. The Atlantic Aviation expansion project was evaluated in the Second EIR Addendum (2003).

2005 Forecast Update and 2006 Master Plan Amendment

As part of a 2005 financial feasibility analysis, the level of air passenger activity at SJC that was originally projected to be reached by year 2010, was projected not to be reached until year 2017. This updated forecast formed the basis for a decision in 2006 by the City to shift the horizon year for the Airport Master Plan from 2010 to 2017. The shift in horizon year from 2010 to 2017 was evaluated in the Sixth EIR Addendum (2006).

2009 Forecasts and 2010 Master Plan Amendment

In 2009, the City completed another update to the aviation demand forecasts for SJC. As shown in Table 3, the major findings of the 2009 updated forecast were as follows:

- The level of air passenger activity at SJC that was originally projected to be reached by year 2010 (i.e., 17.6 million annual passengers), and subsequently projected to be reached by 2017, is now projected not to be reached until year 2027.
- For air cargo, the 2009 updated forecast showed a much slower growth rate in future demand than previously projected. As shown in Table 3, the projected annual air cargo volume for year 2027 is 189,700 tons. This demand level is 40% less than the 315,300 tons that had been previously projected to occur by year 2010 and subsequently by 2017.
- For general aviation, the 2009 updated forecast showed a much lower growth rate in future demand than previously projected. As shown in Table 3, the projected demand for year 2027 is 209 based aircraft. This demand level is 42% less than the accommodated demand of 360 based aircraft that had been previously projected for year 2010 and subsequently 2017. In addition, the general aviation environment has changed, and is projected to continue to change, from a fleet comprised largely of single-engine piston aircraft to a fleet comprised largely of corporate jet aircraft. As an example, as shown in Table 4, the 1994 forecasts projected that 9% of all based aircraft in 2010 would be corporate jets, whereas the 2009 forecasts project that 67% of all based aircraft in 2027 will be corporate jets. Actual data, as shown in Table 4, comparing general aviation aircraft based at SJC in 1994 and 2016², confirms the projection and shows that there are

² 2016 is the latest calendar year for which current data are available.

fewer piston aircraft and more jets over time. This projected trend will continue based on industry-wide changes in general aviation.

Aircraft Category	Projected		Actual	
	1994 Forecast for Horizon Year 2010	2009 Forecast for Horizon Year 2027	1994	2016
	Single-Engine Piston	67 %	23 %	73 %
Multi-Engine Piston	15 %	3 %	15 %	7 %
Turboprop	5 %	5 %	3 %	6 %
Turbojet	9 %	67 %	7 %	39 %
Helicopter	4 %	2 %	2 %	4 %
Total	100 %	100 %	100 %	100 %

Sources:

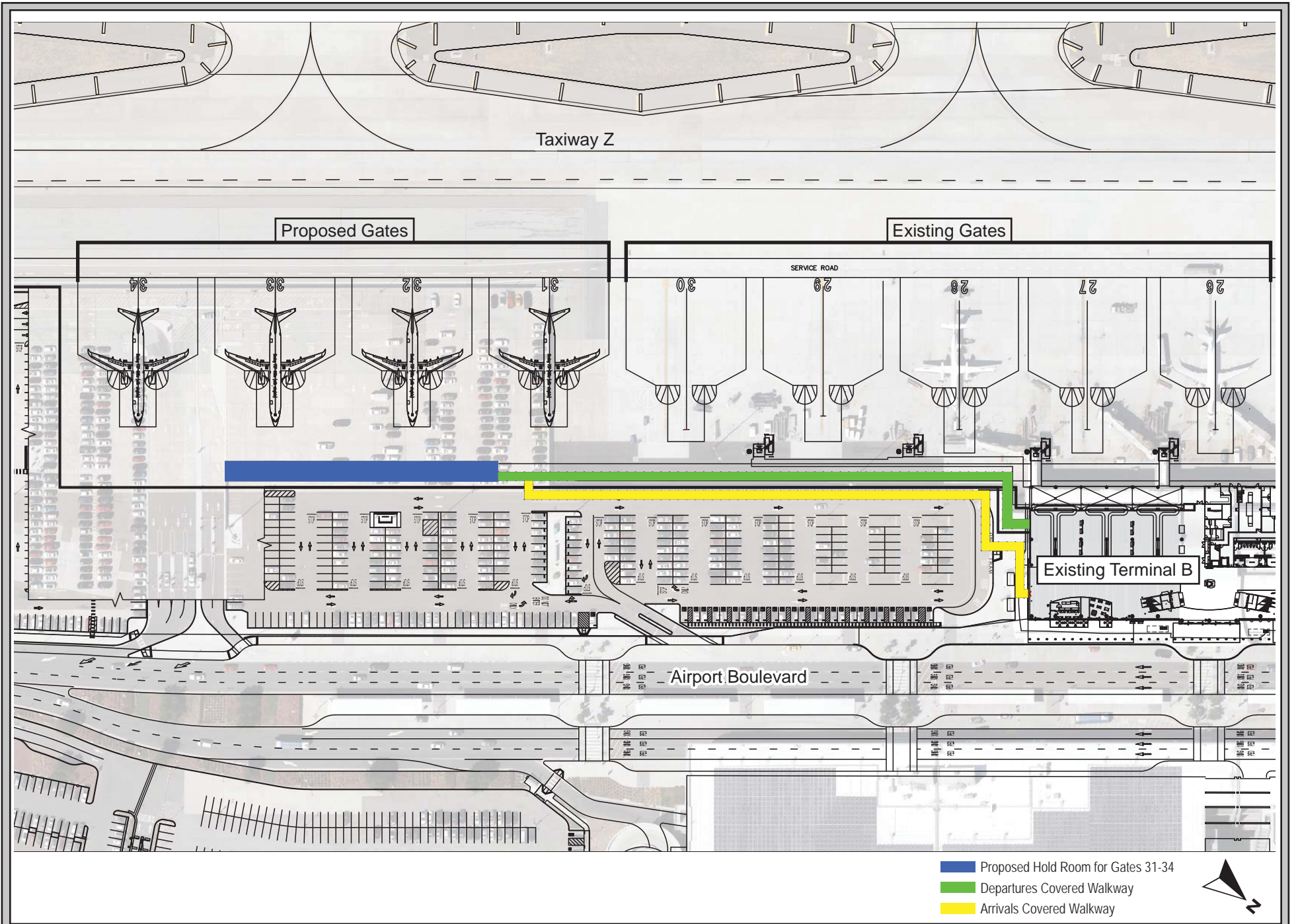
- San Jose International Airport Master Plan Update Final Report, 1999.
- Summary of Aviation Demand Forecasts for SJC, Ricondo & Associates, 2009.
- City of San Jose Airport Department (source for 2016 data)

These changes led the City to amend the Master Plan in 2010 to 1) shift the horizon year from 2017 to 2027, 2) relocate and decrease the size of planned air cargo facilities, 3) relocate and increase the size of planned general aviation facilities, and 4) modify two taxiways to accommodate the expanded general aviation facilities. These changes were evaluated in the Eighth EIR Addendum (2010).

Summary

When compared to the Master Plan in the 1997 EIR, the current data show:

- Air passenger growth is occurring far more slowly than originally projected;
- Total aircraft operations at SJC are lower than projected and are projected to be 29% lower in 2027 than what had been projected for 2010 and subsequently 2017;
- Air cargo volume, measured in tons per year, is lower than projected and is projected to be 40% lower in 2027 than what had been projected for 2010 and subsequently 2017; and
- General aviation activity, expressed as the number of based aircraft, is less than projected and is projected to be 42% lower in 2027 than what had been projected for 2010 and subsequently 2017.



CONCEPTUAL SITE PLAN

FIGURE 2

3.0 DESCRIPTION OF PROJECT

As part of the ongoing implementation of the approved Master Plan, the City is proposing to construct four additional aircraft gates at existing Terminal B (the “Project”). The gates would be interim in nature and would be replaced when the final phase of Terminal B is constructed, as contemplated in the Master Plan.

As context, the approved Master Plan includes two passenger terminals with 40 aircraft gates (see Table 2).³ There are presently 30 gates, 16 of which are in Terminal A and 14 of which are in Terminal B. Phase 1 of Terminal B was completed in 2010 and Phase 2, consisting of the south concourse with up to 10 gates, will be constructed when activity levels warrant the expanded capacity. In the short-term, the growth in flights and passenger activity levels at SJC has reached the point to where interim improvements are needed to accommodate demand.

Therefore, the City desires to construct facilities to accommodate four additional aircraft gates, including temporary walkways, jet bridges, and a hold room. As shown on Figure 2, the interim facilities would be located at the south end of existing Terminal B within the footprint of the future south concourse of Terminal B. The interim facilities would be constructed at ground levels and the site is currently paved. The interim facilities are summarized as follows:

- An enclosed departures walkway, shown in green on Figure 2, would be constructed between the south end of Terminal B and the proposed hold room. Passengers using the walkway, which would be approximately 700 feet in length, would exit the concourse level of Terminal B, go down a ramp, and continue at ground level in the enclosed walkway to the hold room.
- A covered arrivals walkway, shown in yellow on Figure 2, would be constructed between the proposed hold room and the existing baggage claim facility on the ground floor of Terminal B. The walkway would be approximately 600 feet in length.
- A single-story building that would serve as an interim hold room would be constructed. The hold room, shown in blue on Figure 2, would be approximately 8,300 ft² in size and is expected to be a custom-made modular structure with a permanent-type foundation. It would include a boarding area with seating and departure counters, as well as rest rooms.
- Four radial boarding bridges would be constructed between the hold room and the four aircraft parking positions. The bridges, such as that depicted in Photo 1, would allow for

³ The Master Plan analyzed in the EIR included passenger terminals with 49 gates, but that number was subsequently reduced to 40 gates when the City Council adopted a Master Plan Implementation Ordinance.

departing and arriving passenger to move safely between the aircraft and the hold room without being exposed to the weather and hazards associated with activity on the aircraft apron.



Photo 1: Example of a Radial Boarding Bridge

- The four aircraft positions, to be designated as Gates 31-34, would be located on the existing concrete aircraft parking apron. A portion of the existing apron is being utilized on a temporary basis for surface automobile parking. The project would remove that temporary parking, estimated at 100 spaces, returning the apron to its designated permanent use for aircraft parking. This change would require the relocation of the fence that serves as the secure boundary between the aircraft operating area and the areas open to the general public.

4.0 PROJECT IMPACTS IN RELATION TO THE MASTER PLAN EIR, AS SUPPLEMENTED AND ADDENDED

- The four interim gates would be built at the same location as the gates to be permanently constructed as part of the final phase of Terminal B, as contemplated in the Airport Master Plan; see Figure 2.3.3 in the Airport Master Plan EIR. This location, which was formerly the site of the now-demolished Terminal C, is currently used for aircraft and automobile parking. Therefore, any land use impacts of the interim facilities at this location would be consistent with those described in the Airport Master Plan EIR. Further, since by definition, the proposed facilities would be temporary, they would not conflict with the construction of the south concourse/final phase of Terminal B.

- The ground-level walkways and the single-story hold room building would be lower in height than the adjacent Terminal B and the height of the planned final phase of Terminal B. Therefore, the visual impacts of the interim facilities would be less than those described in the Airport Master Plan EIR.
- As shown in Table 3, the Airport Master Plan EIR evaluated the environmental impacts (e.g., traffic, noise, air quality) associated with a projected activity level at SJC of 17.6 million annual passengers, of which there were 12.5 million annual passengers in 2017. In order to serve a portion of this projected demand, the Project would construct four additional gates. As noted previously, the Project would increase the number of gates at SJC to 34, which is within the total of 49 gates evaluated in the Airport Master Plan EIR.
- The Project would not increase the projected activity level at SJC because the level is based on demand. Demand for air travel, similar to demand for automobile travel, is generated by a variety of demographic, economic, and land use factors. These factors primarily include population and job growth, but also include other factors such as per capita income, availability of low-fare air service, etc. Such demand is independent of whether facilities are adequate to accommodate demand at any defined level of comfort or convenience.
- The interim facilities would not be constructed within any of the locations identified as archaeologically-sensitive on Figure 3.2.1 of the Airport Master Plan EIR.
- Per the Airport Master Plan EIR, there are no historic resources on, or in the vicinity of, the location where the interim facilities would be constructed. Therefore, there would be no impacts to historic resources.
- There is no known or suspected hazardous materials contamination at the location where the interim facilities would be constructed.
- The interim facilities would not be constructed within a 100-year floodplain.
- The interim facilities would be constructed on an area that is paved and is devoid of vegetation. The adjacent areas, which consist of buildings, parking lots, roadways, and aprons, are also paved. Therefore, there would be no direct or indirect impacts to biological resources.
- The removal of the temporary automobile parking spaces for the construction of the proposed interim gates would be consistent with the Airport Master Plan as this location is designated for aircraft parking. The remaining existing parking facilities at the Airport are sufficient to accommodate the demand that is now served by the temporary spaces.

5.0 CONCLUSION

The City has evaluated the environmental effects of the Project in this Addendum. Based upon the factual information contained in Section 3.0, the City has reached the following conclusion:

Approval of the Project described in Section 2.0 will not have any significant environmental impacts not previously disclosed in the SJC Master Plan EIR, nor changes with respect to the circumstances under which the Project is undertaken, that would indicate that the Project's impacts will be any greater than those previously analyzed. No new mitigation is required. Therefore, no subsequent or supplemental EIR is warranted or required.

6.0 REFERENCES

San Jose, City of, **Final EIR for San Jose International Airport Master Plan Update**, 1997.

San Jose, City of, **Final Supplemental EIR for San Jose International Airport Master Plan Update**, January 2003.

San Jose, City of, **Revised First EIR Addendum for San Jose International Airport Master Plan Update**, September 2001.

San Jose, City of, **Second EIR Addendum for San Jose International Airport Master Plan Update**, April 2003.

San Jose, City of, **Third EIR Addendum for San Jose International Airport Master Plan Update**, October 2003.

San Jose, City of, **Fourth EIR Addendum for San Jose International Airport Master Plan Update**, November 2004.

San Jose, City of, **Fifth EIR Addendum for San Jose International Airport Master Plan Update**, April 2005.

San Jose, City of, **Sixth EIR Addendum for San Jose International Airport Master Plan Update**, April 2006.

San Jose, City of, **Seventh EIR Addendum for San Jose International Airport Master Plan Update**, October 2006.

San Jose, City of, **Eighth EIR Addendum for San Jose International Airport Master Plan Update**, February 2010.

San Jose, City of, **Ninth EIR Addendum for San Jose International Airport Master Plan Update**, January 2011.

San Jose, City of, **Tenth EIR Addendum for San Jose International Airport Master Plan Update**, October 2013.

7.0 REPORT PREPARERS

7.1 ADDENDUM AUTHOR

City of San José, Department of Planning, Building & Code Enforcement

Rosalynn Hughey, Acting Director
David Keyon, Planner IV

City of San José, Airport Department

John Aitken, Director
Judy Ross, Interim Assistant Director
Cary Greene, Airport Planner
Ryan Sheelen, Airport Planner

7.2 CONSULTANTS

David J. Powers & Associates, Inc.

Environmental Consultants & Planners
San José, California

John Hesler, Principal Project Manager
Michael Lisenbee, Senior Project Manager
Zachary Dill, Graphic Artist