

Regarding Council meeting 2/26/19
Agenda #6.2 Increased building height proposal
Request supplemental study to be completed

Public message from the Save My Sunny Skies Airplane Noise group

(Sunnyvale & Cupertino residents)

Due to recent FAA flight path changes, the cities of Sunnyvale and Cupertino are now heavily impacted by airplane noise during San Jose Airport reverse flow, also called south flow operations.

Now San Jose is considering taller buildings in downtown and Diridon.

What is NOT clear is whether these taller buildings could indirectly impact the frequency of south flow operations over our cities – In other words, resulting in MORE south flow operations.

The San Jose building height study considered departure flights, but never studied arrivals. Yet normal flow arrivals fly directly over downtown San Jose. And based on a 2017 FAA Congressional meeting, we already know that these arrivals are partly impacted by the existing tall downtown buildings.

We ask that ANY San Jose vote that will ultimately result in taller buildings in downtown or Diridon be postponed until a supplemental aviation study is commissioned by San Jose, and the FAA is consulted to confirm no possible increase in south flow traffic. For example, no possible lowering of the south flow wind speed trigger.

Again, any San Jose approvals should be delayed until the FAA and an aviation consultant have completed a report confirming no possible increase in the frequency of south flow operations.

Decisions regarding building heights will have repercussions for decades, yet decisions are being based on an incomplete study that missed any analysis regarding arriving flights.

A formal letter from our group was submitted under public comment.

The current aviation study is incomplete, and further analysis is necessary.

Thank you for your time.

Save My Sunny Skies Airplane Noise group
c/o Mary Smith - Save My Sunny Skies Member



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Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

February 26, 2019

Mayor Sam Liccardo
San Jose City Council
200 E. Santa Clara Street
San José, CA 95113

RE: Support for Scenario #4 - One-Engine Inoperative (OEI) change as recommended by the Downtown Airspace and Development Capacity Study

Dear Mayor Liccardo and San Jose City Council,

On behalf of the Silicon Valley Leadership Group, we express our support for Scenario #4 as found in the Downtown Airspace and Development Capacity Study. The Leadership Group was proud to play a role in this study and urges the San Jose City Council to accept Scenario #4 to increase the OEI flight surface and allow for greater density in downtown San Jose and the Diridon Station Area with no negative impact on flight safety.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 350 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation.

Additional density makes sense for downtown San Jose. For the past four decades, the Leadership Group has led the way in securing billions of dollars for transportation and traffic relief purposes. Billions of these dollars have been wisely invested directly into Diridon Station while supporting the many transit and transportation options serving San Jose. By approving Scenario #4, the City of San Jose will be able to leverage these dollars by allowing for greater densities in the Diridon Station Area. This increase in density will allow for greater investment, more jobs, more housing, more transit ridership and more office space for this critical area, all while maintaining important safety standards.

Further, we are supportive of the potential "Community Air Service Support Fund". Although Scenario #4 will affect only a small percentage of flights, those airlines that are affected will likely see some financial impact. Accordingly, our members support moving forward with the new flight surface and are willing to explore the potential of the support fund to mitigate any negative financial impacts to those airlines affected. Through this fund, we will be able to create win-win scenarios with the airlines that serve San Jose's Airport and bring continued success and growth for SJC.

The Silicon Valley Leadership Group is proud to support Scenario #4 which will bring much needed density to the Diridon Station Area. We urge the San Jose City Council to support Scenario #4 from the Downtown Airspace and Development Capacity Study.

Sincerely,

Carl Guardino
President & CEO
Silicon Valley Leadership Group

Matthew Quevedo
Director
Transportation, Housing and Community Development
Silicon Valley Leadership Group

February 25, 2019

To: San José Mayor & City Council Members

Cc: Office of the City Clerk

From: Bill Souders

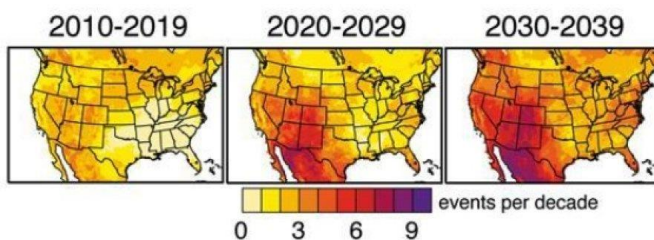
Re: **Public Comment on the OEI Decision Regarding Building Heights in the Station Area**

First of all, I would like to thank Councilman Peralez for his time at the SPOTLIGHT event at Café Stritch the other night. As always, I appreciate him being available for questions and comments. I also appreciate the time that his staff spent on the OEI Steering Committee on District 3's behalf.

As I mentioned in my remarks during the meeting, I have reservations about the City Council rushing to a decision before more thorough analysis can be done. Below are my areas of concern. I question these baseline assumptions in what has been described as "extraordinarily technical" analysis:

- LOWERING the estimated average temperature for the calculations, namely, changing the original 2007 average estimate of 88° F down to 81° F in this report. I honestly cannot think of any logical reason to lower the forecasted temperature for your calculations given all of the dire predictions that are now being published.

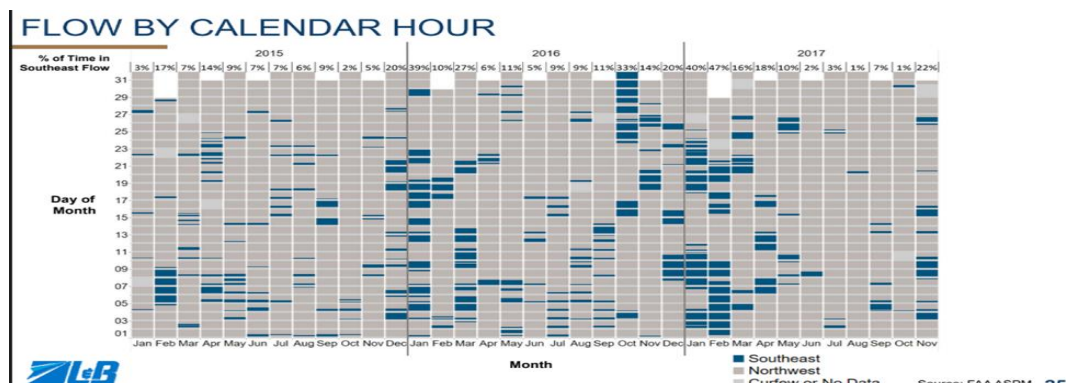
Number of Extremely Hot Seasons Per Decade



By 2039, most of the US could experience at least four seasons equally as intense as the hottest season ever recorded from 1951-1999, according to Stanford University climate scientists. In most of Utah, Colorado, Arizona and New Mexico, the number of extremely hot seasons could be as high as seven.

Credit: Noah Diffenbaugh, Stanford University

- Similarly, the presentation by City Staff seems to conclude that WEATHER PATTERNS in the summer are not likely to EVER change and become more like the winter patterns over the next few decades, which would then require more Southeast Flow take-offs in the heat. I'm just not sure that is a safe bet.



- The FEASIBILITY of garnering a community-funded Air Service Support Fund is as of yet untested. The Staff presentation is already forecasting the need to cover \$1.5M in overweight penalties assuming NO adverse change in weather conditions. What are the implications if that funding cannot be raised to adequate levels? And WHO pays?
- Staff is forecasting net new annual property tax revenue to the City of San Jose of \$5.5 M once the construction of all 8.6 million square feet is complete under scenario #4. It does not state anywhere (that I could find) how much annual property tax revenue would be generated if scenarios in #10 were chosen. It is very unclear, based on the table below, exactly what the forecasted ECONOMIC DOWNSIDE would be given that the scenario 10 alternatives would still be adding significant height above the current restrictions (it seems to be adding at least half of the ADDITIONAL height of scenario 4?). I recognize that this tax revenue is a miniscule portion of City budget, but that was the point that was highlighted by the Office of Economic Development in their report.

| Scenario | Additional Height Downtown Core | Additional Height Diridon Station Area |
|--|---------------------------------|--|
| Scenario 4: No OEI | 5' - 35' | 70'-150' |
| Scenario 7: Straight-out OEI protection with no OEI west corridor | 0' | 70'-150' |
| Scenario 9: No OEI protection plus increased FAA/TERPS surfaces | 35'-100' | 80'-220' |
| Scenario 10: Straight-out OEI projection with alternative west corridor protection | | |
| Option A (Increase of 25') | 0' | 15'-25' |
| Option B (Increase of 50') | 0' | 30'-55' |
| Option C (Increase of 75') | 0' | 45'-85' |
| Option D (Increase of 103') | 0' | 65'-115' |

- Everyone involved in the report keeps saying that this is not a SAFETY issue, and I concur. The continued reference to the safety concern in more of a red herring, honestly.

This is, however, a TRANSPORTATION & ECONOMIC OPTIMIZATION challenge. What scenarios have been analyzed that really scrutinize what level of REDUCTIONS in Airport business, especially the very desirable long-haul business, would suddenly make the height increases counterproductive? Basically, what are we truly risking with this irreversible limitation to our International Airport growth opportunities? This analysis does not appear to have been done and, to me, that is precisely the information necessary to make these trade-off decisions.

- The three CONCLUSIONS from the staff report below just do not seem to be CONCLUSIVE. In fact, they seem to make huge, and questionable, ASSUMPTIONS about the potential risks of building TOO HIGH, which could choke off our ONE & ONLY transportation success story, an expanded and thriving international airport (with a high-speed connection to our world class transit center someday?).

OEI Strategy recommendation will increase allowable building heights to TERPS with the following considerations:

- It will be challenging to serve the Beijing market and challenges will exist if there is a desire to serve select international markets in the future.
- Recommend that a community-funded support program be developed for sustainable long-haul international flights to offset any airline/aircraft OEI mitigation measures required.
- Recommend construction crane policy to deter crane penetrations into the TERPS during construction.

I am all for density and I am very excited about the possibilities of creating a world-class, transit-oriented downtown core that San José can finally be proud of. Having a robust international airport, basically in walking distance from downtown, is something that makes our city stand out among other most other large cities in the world. Let's not squander this distinction. I believe that we and our (true) partners can be much more clever in providing appropriate density in this tract of land that is particularly crucial to our future as a HOLISTIC transportation hub! This is especially true as our dreams of High Speed Rail seem to be slipping away.

Thank you for your consideration. All I can ask is that the City Council please make sure that you are truly comfortable that the long-term implications of this decision are fully considered.

Respectfully,

Bill Souders

Downtown Homeowner and "Density Pioneer"



February 25, 2019

To: Honorable Mayor Sam Liccardo
Honorable Vice Mayor Jones
Honorable City Councilmembers:
Davis, Khamis, Diep, Arenas, Foley, Carrasco, Jimenez, Peralez, and Esparza

From: Santa Clara County Association of REALTORS®

Re: Council Agenda Item 6.2 Actions Related to the Downtown Airspace and Development Capacity Study.

Hon. Members of the San Jose City Council,

It is on behalf of our 6,500 members that I write in support of item 6.2 on the agenda for February 26th, 2019. It is SCCAOR's position to support accepting the recommendations of the Airport Commission and direct staff to begin work on an ordinance per Scenario 10B.

It has been well noted that we are in a housing crisis and doing everything possible to increase density is crucial to increasing our supply in a timely manner.

It is commendable that so much due diligence has been done to ensure safety and the ability to maximize both economic development and potential future housing developments.

It is further recognized that Scenario 10B results in the most ideal preservation of existing flight routes and allows for further expansion while simultaneously eliminating additional costs to the city in the form of a "Community Air Service Fund" thus also being a fiscally thoughtful option.

We have a fiduciary responsibility to craft creative solutions to the housing crisis, and if we can't build out, we must build up.

Regards,

A solid black rectangular box used to redact the signature of Gustavo Gonzalez.

Gustavo Gonzalez

President, Santa Clara County Association of REALTORS®

From: ACSATM, Inc. <>

Sent: Tuesday, February 26, 2019 10:46 AM

To: Connolly, Dan

Subject: ATTN City Council : *Hawaiian Airlines Voices Concern over Airspace Capacity Study - Elimination of OEI (Email 1 of 2)

Dear Council Members,

You may not be seeing any of the feed back from airlines emailing or contacting the airport administration.

By telephone Hawaiian Airlines asked me to forward the emails below for your review. They also provided me with

their responses in October to the Airspace Capacity Study. Director Aitken denied me access, as well as a council member who asked to see the actual airline responses, on the grounds that the airline responses are a "Trade Secret". Hawaiian airlines made it very clear to me on the telephone that their response was not a "Trade Secret".

They provided it to me so it could be provided to you.

Sincerely,

Dan Connolly, A Concerned Citizen

-----Original Message-----

From: Lee, Hoon, HALMEC Chairman/SBR-1 Rep <>

To: Dan Connolly <

Sent: Mon, Feb 25, 2019 6:58 pm

Subject: Fwd: City of San Jose - Downtown Development Memorandum

Straight from our COO...

Hoon Lee

Master Executive Council Chairman

Hawaiian Airlines ALPA Seniority Block 1 Representative

Begin forwarded message:

From: "Snook, Jon (COO)" <>

Date: February 25, 2019 at 4:00:19 PM HST

To: "

Subject: FW: City of San Jose - Downtown Development Memorandum

Hoon

In October last year we were approached by SJC and asked to evaluate the options.....we told them options 4 and 9 were the worstso the City Council voted for option 4!!!

I have attached an email from our Corporate Real Estate team sent last week filing our strong objection to their position.

We will push back hard on this and welcome ALPA support.

Thx

Jon

From: Richardson, Sarah
Sent: Wednesday, February 20, 2019 11:40 AM
To: [J](#)
Cc: Sloat, Kalani <
Subject: FW: City of San Jose - Downtown Development Memorandum

Aloha, John.

“Scenario 4” impacts our cargo capacity in every market out of SJC in the summer. This was our second least acceptable option.

FAA OE studies do not consider One Engine Inoperative performance, and other factors that we are required to consider for every departure, and they routinely allow buildings to penetrate “protected” surfaces around airports that are intended to limit vertical development.

Below is our POC who participated in the discussion with the airport.

Kalani Sloat – Manager, Flight Operations

Let me know if you have additional questions.

Mahalo,

Sarah A. Richardson – Senior Manager- Airport Affairs, Corporate Real Estate

Sincerely,

Dan L. Connolly

From: Ken Pyle < >

Sent: Wednesday, February 27, 2019 9:51 PM

To: City Clerk; District1; District2; District3; District4; District5; District 6; District7; District8; District9; District 10

Cc: Greenlee, Raymond; Hendrix, Catherine; Connolly, Dan; Bill Souders

Subject: Scenario 11 - Runway Extension - Please add this to the public record for 18-1944

Honorable Mayor and Councilmembers,

First, thank you for your informed and lively OEI discussion last night. It made for an educational and occasionally entertaining way to spend an evening in an Atlanta hotel room (yes, I flew from Silicon Valley's airport, SJC).

Director Aitken mentioned there were 10 scenarios studied. According to the May 2018 presentation, there was a Scenario 11, which apparently was about the idea of extending runways. Unfortunately, there is only one slide that alludes to that scenario and it provides no detail as to what was discussed.

The attached PDF represents our rough view of what an extension might look like, the economics, and examples of similar extensions at other airports.

We would like to understand whether this is a feasible approach to achieving greater heights in downtown San Jose while maintaining SJC's status as an international airport.

Please add this to the public record for 18-1944 *Actions Related to the Downtown Airspace and Development Capacity Study*.

Thank you,

Dan Connolly
Ray Greenlee
Kathy Hendrix
Ken Pyle
Bill Souders

What About Extending Runway 12R/30L North?

Could an extra 36 feet in building height in both the downtown and the Diridon Station Areas be gained without changing current One Engine Inoperative procedures Norman Y. Mineta, San Jose International Airport?

By extending runway 12R/30L over De La Cruz Boulevard into the current FAA VOR antenna field, it looks like the runway could begin 1,360 feet to the north of its current start point. At a 37.5:1 (1-foot elevation for every 37.5 feet in the horizontal direction), this would yield the 36 feet gain, across the board with current OEI.

In the documentation provided by the Airport, the only reference to extending the runway was provided in this slide in a May 2018 presentation. There was no explanation of what had been examined in this so-called Scenario.

SCENARIO #11 – EXTEND THE APPROACH ENDS OF RUNWAYS 12L AND/OR 12R TO THE NORTH

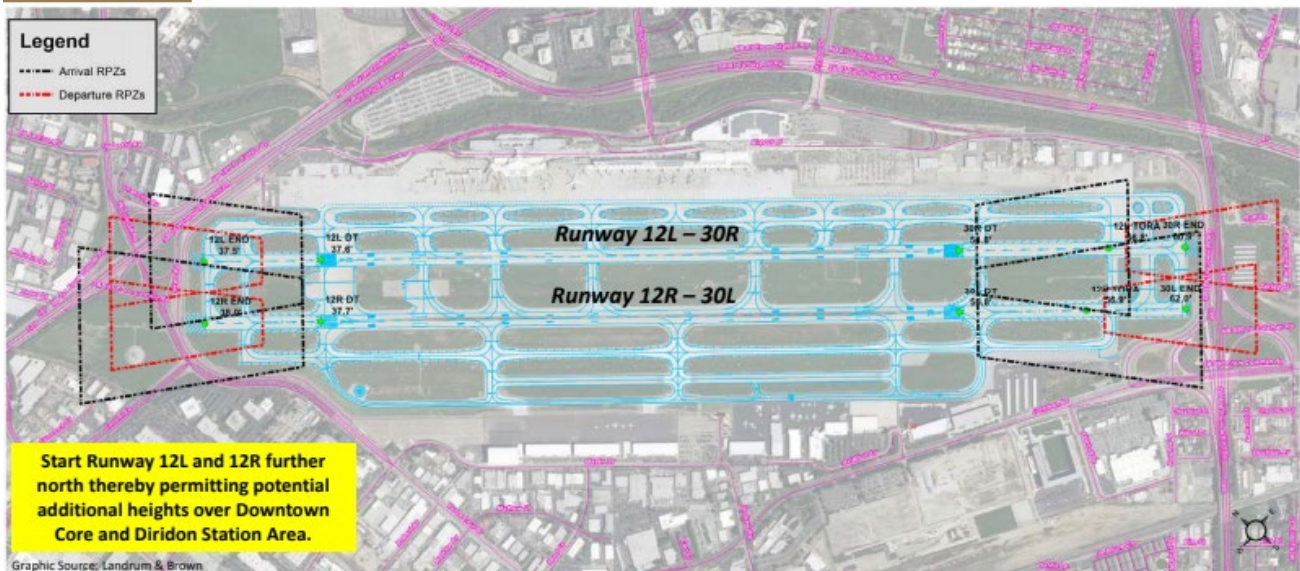


Figure 1, From May 2018 OEI Presentation

Perhaps, the slide that should have been created is below, which depicts a runway and taxiway extending over De La Cruz Avenue to the field where the FAA's antenna field is. At some point in the not-too-distant future, the FAA plans on decommissioning that obsolete radio facility, freeing up the land for other uses (within bounds of airspace restrictions), such as a runway extension.

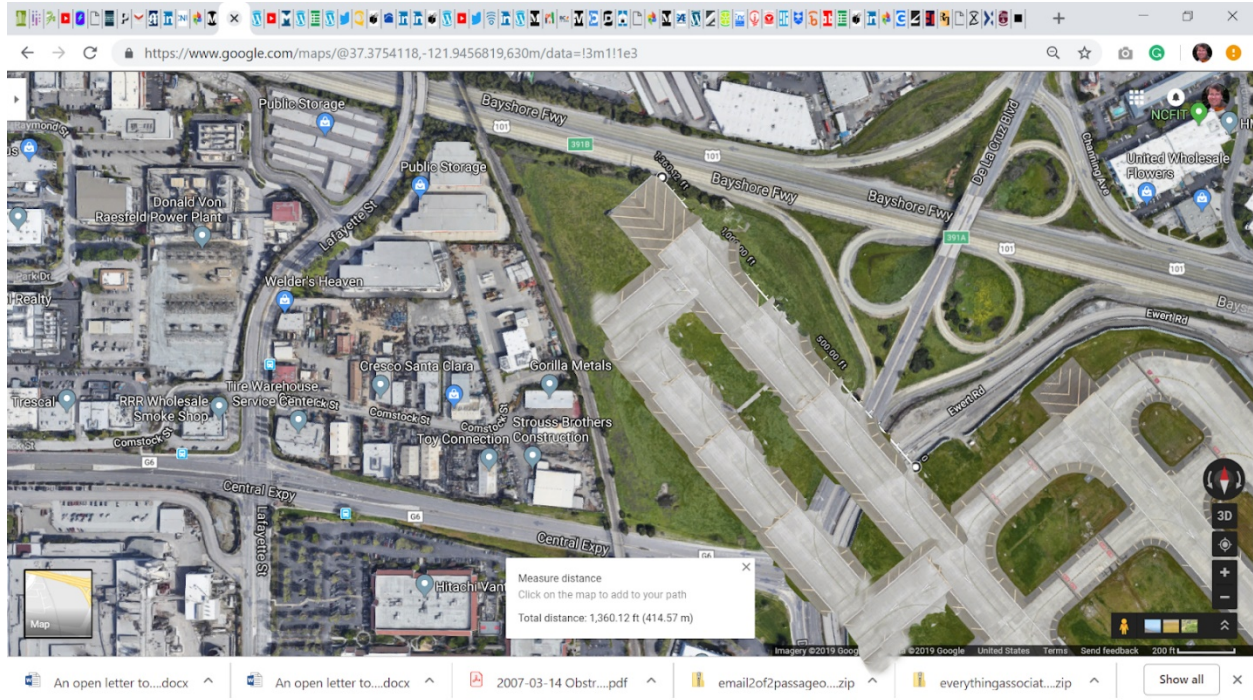


Figure 2, Rough Sketch of Runway Extension over De La Cruz

Would extending the runway necessitate an extension beyond the freeway, etc.?

Hopefully not, as the extended part of the runway (on the north side of De La Cruz) would only be used for take-offs. Page 3-13 of the Comprehensive Land Use Plan for Santa Clara County indicates that there must be a runway protection zone.¹

“At this airport the RPZ [Runway Protection Zone] as adopted by the airport and the FAA, begins 200 feet out from the runway’s displaced landing thresholds (not the pavement ends). It is a trapezoidal area centered on the extended runway centerline. The size is related to the expected aircraft use and the visibility minimums for that particular runway.”

There is no reason that a longer runway would need to change the displaced landing thresholds.

Would the Investment Be Worth It?

The question is how much would it cost to extend the runway and taxiway over De La Cruz? The documentation provided by the airport doesn’t show any analysis of estimated costs to extend the runway, so we don’t know if this idea was dismissed from a cost-benefit or a technical standpoint.

Although it didn’t make the cost-benefit analysis cut in the study, a net gain of 35 feet would provide greater benefit from a downtown height perspective than any of the scenarios, including

¹ See https://www.sccgov.org/sites/dpd/DocsForms/Documents/ALUC_SJC_CLUP.pdf and Appendix A for a map showing the runway protection zones.

the Airport's recommended Scenario 4. Taken by itself, there would be some gain in the Diridon Station Area as well. If combined with a Scenario 10b, it would allow building heights of 69 to 93 feet taller than today in the Diridon Station Area, which starts to approach height increases suggested by Scenario 4.

If combined with Scenarios 10b it's reasonable to assume gains for a runway extension to be somewhere between the \$438M to \$747M of Scenario 10b and Scenario 4, respectively. As pointed out here, the net gains for Scenario 4 would be \$26 to \$203 lower due to negative economic impact to the airport, which wouldn't occur with a combined runway extension/Scenario 10b.

But there would be a big upfront construction investment. How much would that cost? That's a good question and something that should have been addressed by the OEI study.

In the absence of data from the 2018 OEI study, Maui's airport can be a proxy as it faces a similar dilemma in terms of departures and is planning a runway extension:²

"The runway extension, projected to cost \$96 million and built by 2021, would allow planes such as the Boeing 737-800 and 777-200 to take off at maximum weight for cities such as Chicago, Dallas and Denver, the plan said. Currently, those flights have to take off with reduced fuel that requires a stop in Honolulu to refuel before heading to the Mainland."

This 1,500-foot runway extension runs into a road and they are looking at building a tunnel for the road, but they don't provide an estimate for that cost. Using Caltrans estimates of \$500/square foot, the cost of a 150'x1,500' underpass would be approximately \$112.5M.³ Assuming costs similar to the Maui example of \$96M for extending the runway 1,500', the total cost would be \$208M (\$112M+96M).

Rounding up to 250M for engineering costs, etc. and applying a cost of financing of 6% over 30 years, would result in a payment of \$1.8M per month.⁴ Assuming the Airport bore all this cost (no FAA Grants, no value capture from increased heights downtown) and assuming a continued growth to 21.8M passengers (approximate passenger projection by 2038), then the cost per passenger would be approximately \$1, which, when added to existing costs, would still be less than SFO and continue to be competitive with OAK's rates.

Although the above back-of-the-envelope financial analysis assumes that SJC shoulders all the costs, it doesn't include the gains from being able to continue to market SJC as the international airport in the heart of Silicon Valley.

² See <http://www.mauinews.com/news/local-news/2017/02/a-longer-main-runway-is-part-of-master-plan-for-kahului-airport/>

³ Costs of Caltrans bridge http://www.dot.ca.gov/hq/esc/estimates/COMP_BR_COSTS_2016-eng.pdf Here is the cost of a couple of different underpasses in southern California http://media.metro.net/projects_studies/regionalrail/PS2415-3420_AlternativesDevelopmentReport_2016-0126.pdf

⁴ This website used for calculations <http://www.municipalcapital.com/payment-calculator.html>

Appendix A – SJC Runway Protection Zones

San Jose International Airport

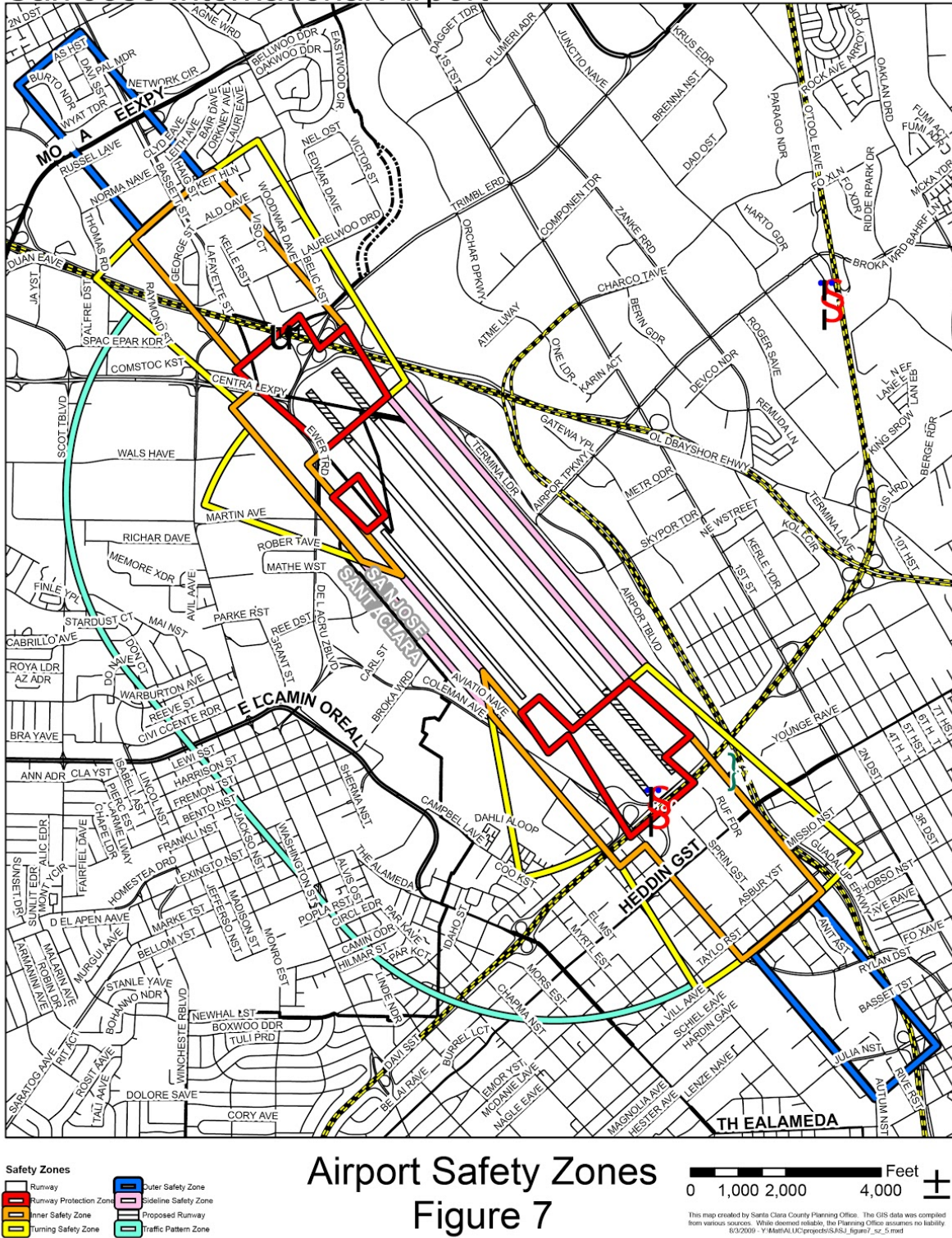


Figure 3, From the Comprehensive Land Use Plan for Santa Clara County

Appendix B – Examples of Airports With Runways Over Roads

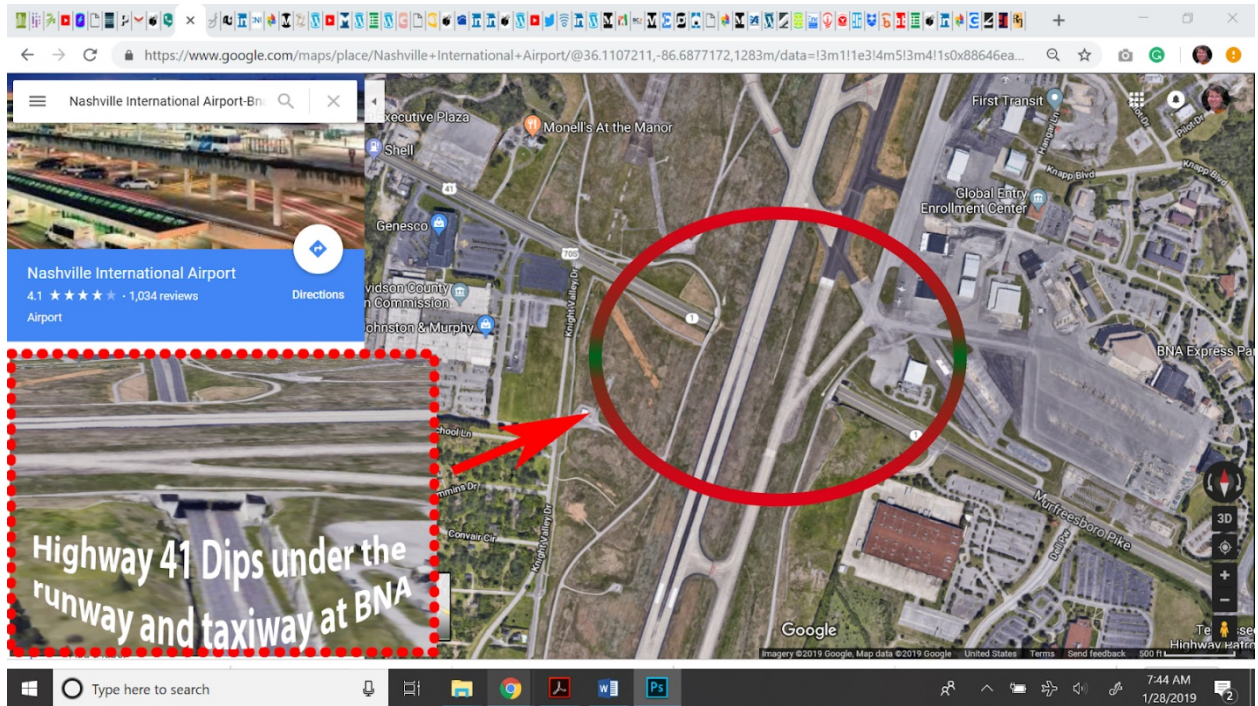


Figure 4, Nashville, BNA

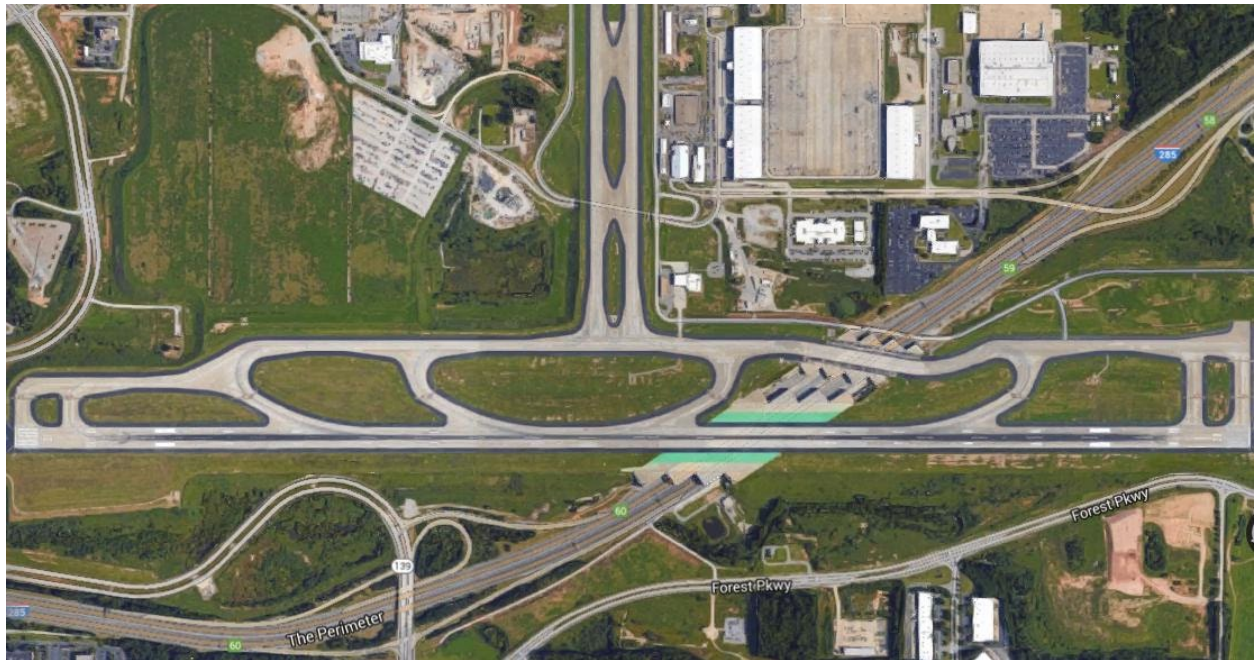


Figure 5, Atlanta, ATL

From: juliematsu@aol.com []

Sent: Tuesday, February 26, 2019 6:05 PM

To: The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>;
D1@sanjoseca.gov; D2@sanjoseca.gov; D3@sanjoseca.gov; D4@sanjoseca.gov; D5@sanjoseca.gov;
D6@sanjoseca.gov; D7 <d7@sanjoseca.gov>; D8@sanjoseca.gov; D9@sanjoseca.gov;
D10@sanjoseca.gov

Subject: Agenda Item 6.2 OEI - Airport Commissioner Recommendation for Scenario 4

Dear Mayor and City Councilmembers:

I am unable to attend the City Council Meeting continuation this evening to speak in support of Airport staff recommendation regarding Item 6.2 on the Agenda. Please refer to my letter attached. Thank you in advance for your consideration of my comments.

Warmest regards,
Julie Matsushima
Airport Commissioner
OEI Steering Committee Participa

Julie Riera Matsushima

Date: February 26, 2019

Memo to: Mayor Sam Liccardo

and

City Councilmembers

Memo from: Julie Riera Matsushima

SJC Airport Commissioner

OEI Steering Committee Participant

Subject: Agenda Item 6.2

AIRPORT (OEI) STUDY

Recommendation: Scenario 4

I have been a life-long resident of San Jose and presently reside in the downtown core. I have resided in downtown for the past eight years.

I have actively served, and continue to serve, on the Airport Commission as a member, and past Chair, since 2013. I recently was selected by Airport Director, John Aiken, to serve on the OEI Steering Committee representing the Airport Commission as a D-3 Resident.

That said, I attended and participated actively in all eight meetings of the Steering Committee and attended all subsequent Community outreach meetings. My personal conclusion and recommendation are based on the consultant's information presented in detail and discussed at the Steering Committee meetings.

Some of my fellow Airport Commissioners, who object to my appointment on the Steering Committee, have come to a different conclusion based solely on the summary report of the Committee's work. Their conclusion is NOT based on the comprehensive materials, negotiations and discussions that led us to the recommendation of the Committee supporting Scenario 4.

May I point out that they were not in attendance at those meetings.

Therefore, I urge you to support the Airport Staff and Steering Committee Scenario 4 which is a balanced approach that would support continued development of downtown and growth in air service at San Jose International Airport.

Thank you.