

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

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October 22, 2020

*Making Conservation
a California Way of Life.*

Mr. John Davidson, Principal Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050-3713

Electronically Sent
JDavidson@SantaClaraCA.gov

Dear Mr. Davidson:

One of the goals of the California Department of Transportation (Caltrans), Division of Aeronautics (Division), is to assist cities, counties, and Airport Land Use Commissions (ALUC) in the development and implementation of policies that protect the safety and general welfare of their communities in which aeronautical activities take place. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Division in the review of the proposed override of the Santa Clara County ALUC for the Norman Y. Mineta San Jose International (SJC) Airport.

On October 1, 2020, the Division received a notification letter from the City of Santa Clara (City) regarding a proposed override of the Santa Clara County ALUC determination of inconsistency regarding an amendment of the Tasman East Specific Plan (Plan). The Plan covers an area in Santa Clara County of approximately 45 gross acres. The location of this area is bounded by Tasman Drive to the south, the Guadalupe River to the east, the Santa Clara Golf Club to the north, and Lafayette Street to the west.

On September 23, 2020, the ALUC found the Plan was inconsistent with the current SJC-Airport Comprehensive Land Use Plan (CLUP) as amended on November 16, 2016. The ALUC found the Plan inconsistent with the noise policies of the CLUP because this Plan allows for a school to be located within the 60 decibel Community Noise Equivalent Level (CNEL) Noise Contour.

The Division agrees with the ALUC that the Plan is inconsistent with the current adopted CLUP for the SJC Airport. The CLUP states that schools are generally unacceptable land uses within the 60 decibel CNEL Noise Contour, and that new construction or development should be discouraged. If new construction

or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. The CLUP also states that outdoor activities are likely to be adversely affected.

The ALUC is correct in applying the noise policies of the CLUP. As mandated (California Public Utilities Code sections 21674(c), 21675, and 21676 (b)), Land Use Plans such as this CLUP are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility, in order to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare. The ALUC used the criteria of the CLUP in making its determination of inconsistency, and the Division supports the ALUC's determination.

Please note: The Division comments are to be included in the public record of any decision to overrule the ALUC.

If you have questions or we may be of further assistance, please contact me via email at tony.sordello@dot.ca.gov.

Sincerely,

Originally signed by

TONY SORDELLO, Aviation Planner
Office of Aviation Planning

c: Mr. Mark Connolly, ALUC Program Manager, County of Santa Clara, Planning Department, 70 West Hedding Street, East Wing, 7th Floor, San Jose, CA 95110, Mark.Connolly@PLN.SCCGOV.ORG