

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

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MAY 23 2011**PLANNING OFFICE**

May 13, 2011

Ms. Kim Rock
Santa Clara County Planning Office
70 W. Hedding Street
7th Floor, East Wing
San Jose, CA 95110

Dear Ms. Rock:

Re: Notice of Preparation for the Reid Hillview Airport Master Plan; SCH# 2011052005

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operational safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for the implementation of the Reid Hillview Airport (RHV) Master Plan.

Project components include:

- Four new hangers in the southeast section of the airport to expand the basing capacity at the airport from 726 to 750 planes.
- Shifting of Runways (13L-31R & 13R-31L) northwest to provide for a runway protection zone.
- Making two currently operational helicopter landing pads permanent on the west side of the airport.
- A new taxiway (Taxiway W) on the west side of the airport.
- Non-aviation commercial development on the two following parcels currently located on RHV Airport property:
 - a. Parcel located at southeast corner of Tully Road and Capitol Expressway (8.0 acres).
 - b. Swift Avenue parcel located on west side of airport property facing Swift access road.

Implementation of the airport master plan requires preparation of an environmental document in accordance with CEQA. Prior to amending the State airport permit or releasing State funds for airport projects, the Division, as a Responsible Agency, must be assured that the proposal is in full compliance with CEQA. The issues of primary concern to us include airport-related noise and safety impacts on the surrounding community as well as the community's potential effect on airport operations. To ensure that the community will not be adversely impacted by aircraft operations, flight paths should avoid noise-sensitive and people intensive uses. Environmental documentation should include diagrams showing the location of proposed runway and the approach/departure flight paths. The diagrams should also depict the proximity of the proposed flight paths to any existing or proposed noise sensitive or people intensive uses.

The proposed runway shift to the northwest will require an amended State airport permit in accordance with California Public Utilities Code (PUC) Section 21664.5 (b)(3). Detailed information regarding the State airport permit process is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/airportpermit.html>.

Establishing a permanent heliport at Reid Hillview Airport requires published approach and departure paths and a State approval process. The Federal Aviation Administration (FAA) Form 7480-1 (Notice of Landing Area Proposal) will also need to be submitted to the FAA along with the heliport's proper identification on upcoming versions of the Airport Layout Plan. The applicant should be advised to contact the Division's Aviation Safety Officer for Santa Clara County, Mr. Don Haug, at (916) 654-5174, for guidance on establishing the permanent on-airport heliport, and to request an amended State Airport Permit-Application package for shifting the airport runways.

PUC Section 21676 (c) requires that "Each public agency...within the boundaries of an airport land use compatibility plan shall, prior to the modification of its airport master plan, refer such proposed change to the airport land use commission." The airport land use commission must then determine whether the proposed master plan is consistent or inconsistent with the adopted compatibility plan for that airport. If inconsistencies are identified, then the airport land use commission should take steps to amend its airport land use compatibility plan.

PUC Section 21659 prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. The FAA Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction" should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes) to the airport/heliport imaginary surfaces. This advisory circular is available at <http://www.faa.gov>. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

Since Reid Hillview Airport is part of the National Plan of Integrated Airport Systems and receives federal funds, it is required that use of land on airport or in the immediate vicinity of the airport be restricted to activities and purposes compatible with normal airport operations. The airport should coordinate with the FAA to ensure compliance with FAA grant assurances.

In accordance with CEQA, Public Resources Code 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport. We recommend that the State guidance for land use planning around the airfield be incorporated into the environmental analysis. The Handbook is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf>

Ms. Kim Rock
May 13, 2011
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The protection of airports from incompatible land use encroachment is vital to California's economic future. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 4 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing all future documentation for the Airport Master Plan update. If you have any questions, please call me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,



PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, Santa Clara County ALUC

REQUEST TO SPEAK
COUNTY OF SANTA CLARA – PUBLIC SCOPING MEETING
Reid-Hillview Airport Master Plan
Environmental Impact Report (EIR)

May 19, 2011

(Please print name and contact information)

NAME: Phon Chue

Address: 2471 Deala Ave, SJ, CA 95122

Email: Phon_chue@yahoo.com

Organization: _____

WRITTEN COMMENTS

New proposed Project will cause
more noise,
more dust inside my house when planes take off and landing
danger at the Hillview park, when people playing as
plane takeoff and landing



Land Services, 111 Almaden Blvd., Rm. 814, San Jose, CA 95115

May 26, 2011

County of Santa Clara
Planning and Development Department
70 W. Hedding St., East Wing, 7/F
San Jose, CA 95110
Attn: Rob Eastwood

RE: Review of Notice of Preparation (NOP) of Environmental Impact Report (EIR)
Project: Reid Hillview Airport Master Plan
NW corner of Capitol Expressway and Tully Rd., San Jose
PG&E File : SJ 382 (Land)

Dear Mr. Eastwood,

Thank you for the opportunity to comment on the Notice of Preparation of the Environmental Impact Report (EIR) for the above project. PG&E has the following comments to offer:

Information provided in the NOP did not specifically indicate the direct impacts on our gas and electric facilities. However, since PG&E has an obligation to provide the public with a reliable and safe energy supply as mandated by the California Public Utilities Commission (CPUC) and to comply with the guidelines outlined in General Orders 95 and 112, PG&E should be consulted during the development of the project to ensure that the capacity, operational and maintenance requirements for its gas and electric facilities are taken into consideration prior to approval of the final plan of the project.

Early involvement will allow us to assess cumulative impacts to our systems and to identify facilities that may need to be installed, relocated and or realigned as a result of any proposed project revision. Because engineering and construction of our facilities may require long lead times, we encourage you to consult with us during the initial stages of your planning process.

We would like to note that expansion of utility facilities is a necessary consequence of growth and development. As development occurs, the cumulative impacts of new energy load growth use up available capacity in the utility system. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substations and building new substations and interconnecting transmission line. Comparable upgrades or additions would be required for our gas system as well. Environmental impacts associated with new and or relocated gas or electric facilities as a result of the proposed project should be fully addressed in the Final Environmental Impacts Report (FEIR) and, if appropriate, mitigation measures to minimize or eliminate such impacts should be incorporated into the document as well.

PG&E owns and operates one electric transmission (ET) line and one gas transmission line running across the subject parcel, namely:

1. One 115 KV Tower line, running southeasterly crossing Tully Rd. ; along the southwesterly side of Capitol Expressway.
2. One 24" HP Distribution gas main running southwesterly from Capitol Expressway , along the southeasterly side of Swift Lane, then turning southeasterly , crossing Tully Road.

To promote the safe and reliable maintenance and operation of these utility facilities, the CPUC has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, planners and project proponents should coordinate with PG&E early in the development of their project. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because these facilities relocations require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

We would also like to note that continued development consistent with your project will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed project include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve the future developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with the California Environmental Quality Act (CEQA) and reduce potential delays to the project schedule.

We encourage the County to include information about the issue of electric and magnetic fields (EMF) in the EIR. It is PG&E's policy to share information and educate people about the issue of EMF.

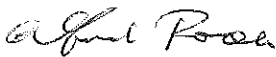
EMFs are invisible fields of force created by electric voltage (electric fields) and by electric current (magnetic fields). Wherever there is a flow of electricity, both electric and magnetic fields are created; in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. PG&E relies on organizations and health agencies such as the California Department of Health Services, U.S. Environmental Protection Agency and the Electric Power Research Institute to review research on EMF and provide a foundation for developing policies.

Because there is concern about the possible health effects of exposure to EMF, we support and fund medical, scientific, and industry research on EMF. It is PG&E policy to consider EMF in the design, planning and construction of new and upgraded facilities.

PG&E remains committed to working with the County to provide timely, reliable and cost effective gas and electric service to Santa Clara County area. Please contact Alfred Poon at (408) 282-7544 if you have any questions regarding our comments. We would also request that we be copied on future correspondence regarding this subject as this project develops and that we be placed on the list to review the Final Environmental Impacts Report (FEIR).

Should you require any additional information or have any questions, please call me at (408) 282-7544.

Sincerely,



Alfred Poon
Land Rights Protection
Southern Area

Rob Eastwood, Senior Planner, AICP
County of Santa Clara Planning and development
70 West Hedding Street, East Wing 7th Floor
San Jose, CA. 95110

Frank Alcala
2130 Bayhaven Dr.
San Jose, CA 95122
May 30, 2011

RE: Reid Hillview Airport Master Plan

As a resident since 1977, I have welcomed Hillview Airport as my neighbor. Don't get me wrong there have been problems but there has always been an airport manager that has worked as a liaison with the community and has resolved whatever problems there were. I am totally against any expansions in hillview airport. We now have an airport manager that does not work with the community. Consequently there is more noise and problems than before. Putting more hangers will only cause more noise to the community. By extending the runways will cause for bigger and nosier planes to come to RHV. The permanent helicopter pads should be put the southeast of the airport away from schools and residents.

By building a new taxiway on the west side will only bring the noise closer to the residents. Presently we have problems with the helicopters hovering on the present west side runway and noise is unbearable if you were to build the runway the noise would be intolerable if helicopters were to hover in the new runway. I have no problems with the non-aviation commercial development. This airport does not need any more planes, what the airport needs to do control the noise on the planes it now has. Instead of the planes getting less nosier they seem to be getting louder. Get an airport manager that will work with the community instead of always blaming the FFA.

Sincerely;

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MAY 31 2011

DEVELOPMENT SERVICES OFFICE

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN, Jr., Governor

DEPARTMENT OF TRANSPORTATION

P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



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May 31, 2011

SCL-101/33.03, 680/0.39
SCLVAR008
SCH2011052005

Ms. Kim Rock
County of Santa Clara Planning Office
70 W. Hedding Street
7th Floor, East Wing
San Jose, CA 95110

Dear Ms. Rock:

Reid Hillview Airport Master Plan – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the NOP and have the following comments to offer.

As lead agency, the County of Santa Clara is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application. Further comments will be provided during the encroachment permit process if required; see the end of this letter for more information regarding the encroachment permit process.

While the County of Santa Clara conducts its traffic studies in accordance with guidelines, which conform to the local Congestion Management Program managed by the Santa Clara County Valley Transportation Authority, the Department's thresholds are primarily concerned with potential impacts to the State Highway System. We encourage the County of Santa Clara to coordinate preparation of the study with our office to help sharpen the focus of your scope of work and answer any questions you may have. Please see the Departments' "Guide for the Preparation of Traffic Impact Studies" at the following website for more information:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Ms. Kim Rock/County of Santa Clara
May 31, 2011
Page 2

Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to all affected state facilities with and without the proposed project. The TIA should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT), AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.
7. Impacts to transit systems, pedestrians and bicyclists. Please develop and apply pedestrian bicycling and transit performance or quality of service measures and model pedestrian, bicycle and transit trips that your project will generate so that impacts and mitigation can be quantified. In addition, analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

We look forward to reviewing the TIA, *including* Technical Appendices and the environmental document for this project. Please send two copies to:

Brian Brandert
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Ms. Kim Rock/County of Santa Clara
May 31, 2011
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Encroachment Permit

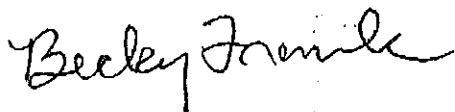
Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to contact Brian Brandert at (510) 286-5505, if you have any questions regarding this letter.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan (State Clearinghouse)



Santa Clara Valley Audubon Society
Founded 1926

May 31, 2011

Via Email

Rob Eastwood, Senior Planner, AICP
County of Santa Clara, Planning and Development
70 West Hedding Street, East Wing, 7th Floor
San Jose, CA 95110
(408) 288-9198 fax
rob.eastwood@pln.sccgov.org

Dear Mr. Eastwood,

The Santa Clara Valley Audubon Society (SCVAS) is pleased to provide scoping comments in response to the Notice of Preparation (NOP) for an Environmental Impact Report (EIR) to describe and evaluate environmental impacts that could result from implementation of the Reid Hillview (RHV) Airport Master Plan.

The NOP for the RHV Master Plan identifies potential habitat for the Western Burrowing Owl at RHV. The NOP acknowledges that the Western Burrowing Owl is protected under California Environmental Quality Act as it is designated a California Species of Special Concern. In Santa Clara County, burrowing owls are in the brink of extirpation. SCVAS is extremely concerned with the decline of burrowing owls populations in the County. Our membership, 3500 strong in the County, is always concerned when development is proposed in burrowing owl habitat.

The NOP proposes, “The EIR will evaluate whether the Burrowing Owls and/or suitable breeding habitat for Burrowing Owls are present within the RHV Airport, and the impact from proposed airport improvements.” We ask that the EIR analyzes cumulative impacts on burrowing owl habitat, and that mitigation be incorporated for loss of habitat.

We ask that the EIR look beyond the existing California Department of Fish and Game (DFG) guidelines avoidance/mitigation for burrowing owls. These guidelines are currently being replaced and DFG have not been using them for a little more than a year, primarily because they fail to achieve the necessary goals of avoiding take or adequately mitigating for any take. Until the new guidelines are in place, each project (including RHV Airport Master Plan) should be evaluated independently using the best currently available scientific data and conservation techniques. Based on recent conversations and correspondence with Mr. Dave Johnston, Senior

p. 1 of 3

Biologist for the California Department of Fish and Game, we submit the following comments:

1. We recommend that the EIR include surveys to determine:

a). If there are owls present.

Since burrowing owls can use the same piece of land for different things and use can also vary depending on the time of year, it can be most useful to carry out several surveys to make this determination. Generally, it is best to survey a site well in advance of project commencement to avoid surprises. At the same time, since birds in general, and burrowing owls in particular, can occupy a nest overnight, a preconstruction survey should be carried out no more than 24 hours before any site activity.

b). If there is a historical use of the site

Historical use informs the planning process and helps determine if a loss of utilized habitat will occur. If it will, mitigation should be proposed. This is done by examination of various databases and consulting with local experts to determine what might have happened on the site.

c). If habitat is present

This is a habitat assessment that provides information about what might be reasonably expected on a site for nesting, wintering, or foraging owls.

2. If buffers are needed to protect active burrows from disturbance and from “take”, please use buffers that would effectively protect the owls. General DFG guidelines require that for any situation, there should be enough monitoring to provide assurance that there won't be displacement as a result of project activities. The first step would be to establish a behavioral baseline with no project related disturbances, generally a day or two of monitoring by a qualified biologist. In this case, 'qualified' means someone who is familiar enough with burrowing owls to recognize behaviors and how they might change. The biologist should continue and monitor the behavior of the birds from the very the start of any project related activity on the site.

3. Please note that DFG does not recommend exclusion, even for wintering owls. The reason for this is that the overwhelming majority of what data exists indicates that relocations are almost never successful.

4. Please note that off-site mitigation may prove difficult. DFG does not use the 6.5 acres mitigation per pair of owls any longer, since this estimate has been shown to have no applicability to the ecological needs of the owls. As a general rule, mitigation should always be of commensurate biological value to whatever impact occurred.

5. Please provide mitigation for the loss of foraging habitat.

6. Santa Clara County is currently finalizing its Valley Habitat Conservation Plan (VHP) planning process. Included in this plan is the conservation strategy for Western Burrowing Owls. We ask that the EIR provide an analysis of the project's inter-relations with the VHP, and consideration of mitigation for burrowing owl habitat in line with the conservation strategy for Western Burrowing Owls.

p. 2 of 3

Thank you for the opportunity to provide scoping comments for the Reid Hillview (RHV) Airport Master Plan EIR. Please keep SCVAS informed of the progress of this proposal and any additional projects that may have an impact on Burrowing Owls and other wildlife species.

Sincerely,

A handwritten signature in cursive script that reads "Shani Kleinhaus".

Shani Kleinhaus
Environmental Advocate
Santa Clara Valley Audubon Society
22221 McClellan Rd.
Cupertino, CA 95014
shani@scvas.org



June 1, 2011

County of Santa Clara
Planning Office
70 West Hedding Street
San Jose, CA 95110

Attention: Rob Eastwood

Subject: Reid Hillview Airport Master Plan

Dear Mr. Eastwood:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for the Reid Hillview Master Plan Draft EIR. We have the following comments.

Coordination with Capitol Expressway Transit Improvements

The project site is in close proximity to transit improvements that are being undertaken by VTA along Capitol Expressway. As a result, the Airport Master Plan and Draft EIR should coordinate with VTA concerning bus, pedestrian, and LRT improvements planned for Capitol Expressway as well as planned improvements for the Eastridge Transit Center.

Transportation Impact Analysis

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. The updated March 2009 version of the VTA CMP *TIA Guidelines* should be used when preparing the TIA for this project. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from: <http://www.vta.org/news/vtacmp/0 - Technical Guidelines/>. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at (408) 952-4224.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read "Roy Molseed", is written over the typed name.

Roy Molseed
Senior Environmental Planner

Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Reid Hillview Airport Master Plan

This document is a Notice of Preparation to inform the public that the County of Santa Clara plans to prepare an Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA), to describe and evaluate environmental impacts that could result from implementation of the Reid Hillview (RHV) Airport Master Plan.

The Reid Hillview Airport is a General Aviation (GA) Airport located at the northwest corner of Capitol Expressway and Tully Road, in San Jose, CA. The purpose of the Master Plan, dated 2006, is to provide for operations and growth at the airport through 2022.

More information regarding the RHV Airport Master Plan and EIR is available on the following website: www.sccplanning.org, under "Planning Studies"

PUBLIC COMMENTS AND SCOPING MEETINGS

Written comments regarding the scope of the EIR are invited and all comments received, including names and addresses, will become part of the official administrative record. Comments should be received before May 31, 2011, and directed to the contact below:

Rob Eastwood, Senior Planner, AICP
County of Santa Clara, Planning and Development
70 West Hedding Street, East Wing, 7th Floor
San Jose, CA 95110
(408) 299-5792; rob.eastwood@pln.sccgov.org

Two Public scoping meetings as listed below are also scheduled to provide for public feedback on the environmental areas to be discussed in the EIR.

**Thursday, May 19, 2011
6:30 p.m.**

**Hillview Library,
1600 Hopkins Drive,
San Jose, CA - 95122.**

**Tuesday, May 24, 2011
6:30 p.m.**

**Reid Hillview Airport,
2500 Cunningham Avenue,
San Jose, CA - 95148.**

Persons needing reasonable accommodations to be able to attend and participate in the public meeting should contact Kim Rook at (408) 299-5790 as soon as possible. Please call no later than one week before the public meeting to allow for sufficient time to process requests.