



9919 Reid Hillview Noise Study, Meeting #1 Minutes

Dec. 7, 2000

- Mike Murdter** Director of Roads and Airports Introductions
- Steve Alverson** Thanks to community leaders, supervisors, consultants and supporting staff; Introduced interpreters.
- Mike Murdter** Gives the podium to Sylvia Gallegos (Chief of Staff, BOS-District Two).
- Sylvia Gallegos** Talks about the community effort to close Reid-Hillview Airport in 1996. Supervisor Blanca Alvarado Wants to create a new and safer environment for the area surrounding Reid-Hillview Airport.
- Dan Murello** Aide to Supervisor Pete McHugh (District Three) wants to attain a better relationship between the airport and the community.
- Steve Alverson** Formal introductions to the HMMH team: Steve Alverson, technical work; Gene Reindel, technical background, (experience with Boeing Noise studies). Talks briefly about speaker card use and shows samples of publications from previous studies.
Describes the Reid-Hillview study area: Boundaries are South King, Story, White and Aborn streets.
Project sponsors: The project is sponsored and funded by the FAA and the County of Santa Clara through aviation user fees.
- Mike Murdter** Speaks of liaisons with community, expresses that public participation is paramount for a successful study; talks of a conduit and pipeline of information between the county and its constituents.
- Steve Alverson** Introduces consultants and talks of land use issues; talks about the technical aspects of noise, and describes objective analysis; mentions the use of proper submittals to the FAA on behalf of the County.
- Scope of work:
Public participation program – information out
Develop operational, noise and land use study; gave flight tracks sample; noise analysis; noise contours

Land Use Compatibility: districts are a possibility on both the landside and airside. zoning overlay

Several alternatives likely for noise abatement and land use.

Abatement program will identify implementation responsibilities and a schedule/timeline for each step; Produce a noise exposure map, which is then given to the Board of Supervisors, and then onto the FAA for evaluation.

Public participation will help to finalize reports; 2 workshops (areas of concern) with Airport, pilots and FAA

Study Completion: Usually an 18 month process, thus April 2002 expected completion.

FAA will have 180 days to review, approve or disapprove plans.

Noise exposure map leads to development of plan; implementation by FAA would begin in fall 2002 Prior to finalization of reports and plans, there will be public meetings for comment. There will likely be two workshops to include the airport staff, pilots and representatives of the FAA.

Questions and Answers

John Blair

In 1991 the county conducted a study of the airport and considered its closure; can consultants consider earlier recommendations?

Steve Alverson

Yes, we can consider any and all ideas that have been brought forward.

Jerry Gurzell

Lives in housing development on Santiago where there has been recent construction. Has owned his home since 1992. He claims that the noise penetrates the wall of his home, which are well-insulated, and with double-pane windows. He speaks of a 20 second noise intervals, and complains about planes taking-off side-by-side (parallel) rather than staggered. Says that this has impacted the sale price of his home, and his further complaints include the high speed of aircraft, loud planes, and flights that begin before 6:30 AM and past midnight. Gurzell suggests that training flights should move elsewhere. Also, he says that there have been more flights on weekdays. In 1992 there were 200,000 flights while in 1999 there were 217,000. He suggests that aircraft should have muffled engines, and wants to slow the speed of aircraft. Talks of up to 1,000 operations per day.

Bob Luten

He is concerned about 55 or even 50 CNELs. On the east side of Reid-Hillview He has a had a hard time distinguishing Between San Jose International and Reid-Hillview air traffic. Interplay – state land use planning land use – ALUC.

Steve Alverson

Typically with FAA guidelines the study looks at 60 CNEL or higher. Might look at more stringent data. Part 150 studies recognize state standards.

When the CNELs are 60 or higher they are charted. They can look into 55 CNEL. Part 150 Noise Studies recognize state standards, and they have conducted noise measurement and recorded changes in decibel levels.

Leslie Waters Says that there is a study every 5 years. Asked what happened previous year. Sampling is done throughout the year – has there been an airport response? Is concerned about particular aircraft (safety). He is a homeowner and a pilot. Says airport responds differently to inquiries about noise according whether called by a pilot or a resident.

Steve Alvenson This is a new study recording (and we have recorded) noise measurements for 24 hours a day (for several days) to log the number of operations.

Ted Johnson Concerned about the impact of noise on the community. Poses the Question: What does the community need? Expresses the values of the community: enlargement of the community center as well as the enlargement of the library. Expresses concern over the impact of airplane noise on community schools and its impact on the students. Asks whether the study will focus on the impact on learning.

Steve Alvenson Says that this is not in the scope of the study, yet he might analyze test scores of studies in other communities.

Rosa Campos She has lived in this community for 37 years and says she does not have a technical perspective. She is concerned about the citizens, libraries, community center expansion and the needs of other facilities. Wants to know the purpose of the study. Asks if there will be any additional plane traffic in the future. She is against expansion.

Steve Alvenson This particular study only looks at this site, and is not likely to move. May take a look at the shifting runways, but not at expansion or relocation. Master Plans: daily operations, expansion?

Bud Beachman Thanked county for inviting input. He is a 10-year resident of the community. He is also an airplane mechanic and pilot. After 6 or 7 years, he decided that he was against the airport. There are between 200,000 and 210,000 flights a year. Because pilot training is a hobby, it should be moved to a less populated airport, such as South County Airport or Palo Alto Airport. Talks of Cornell University studies that have found that airport noise near schools has had a negative effect on test scores.

Margie Marquez There was a Community Redevelopment Meeting last night (Dec. 6) and many people wanted to close down Reid-Hillview Airport. She has spent 22 years in the area and lives near the Eastridge Mall, talks of a recent

crash near Myers School. Says the noise has impacted the neighborhood, and stresses that no one living in the neighborhood even uses the airport. Therefore, the airport should not be in the community.

*Steve
Alverson*

Several noise abatement options: Operational flight tracts, procedures (throttle, altitudes changes). Asked for handouts of contacts at the next meeting and who to call for enforcements and complaints. There is a noise complaint hotline in effect.

Question

Asked that a handout be provided at next meeting of contacts: who to call for enforcement, complaints.

Comment

Complaints by public are treated differently (less seriously) if they don't use the correct buzz words.

*Jerry Bennett
(Attendance
summary)*

28 community members
6 pilots
6 county staff
3 FAA
2 Board of Supervisor representatives
8 consultants
53 at meeting

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