

**From:** [Greene, Cary](#)  
**To:** [O'Connor, Kevin](#); [Ekern, Bill](#)  
**Subject:** RE: Use of Airport flight zone land  
**Date:** Tuesday, January 14, 2020 7:16:20 AM

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Hi Kevin,

The proposed City & Earthquakes soccer field complex on City/Airport land between Hedding & Asbury a few years ago never progressed beyond the conceptual level. The FAA's initial view was that it would be acceptable subject to a FMV acquisition of the Airport land and completing the FAA land release and associated NEPA process, which the City considered feasible to accomplish. It was State and ALUC land use policies that aborted the project due to limits on population density and explicit prohibition of children's recreational facilities within an airport safety zone, issues that the CAO didn't think the City could successfully override. This utility proposal wouldn't have those same issues.

Cary

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**From:** O'Connor, Kevin  
**Sent:** Monday, January 13, 2020 3:20 PM  
**To:** Ekern, Bill <[Bill.Ekern@sanjoseca.gov](mailto:Bill.Ekern@sanjoseca.gov)>; Greene, Cary <[CGreene@sjc.org](mailto:CGreene@sjc.org)>  
**Subject:** RE: Use of Airport flight zone land

Thanks to both of you for laying this out. After reviewing the email string, I recalled that PRNS tried to build some soccer fields on the same land. My recollection of the details might be off, but it seemed that the project was essentially rejected at the Federal level. Are there any similarities between the two projects and lessons learned that would be helpful here? Should Bill and I talk with Matt Cano about his experience with the fields?

Kevin O'Connor  
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City of San Jose Community Energy Department  
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Ph: (408) 535-8538

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**From:** Ekern, Bill  
**Sent:** Monday, January 13, 2020 3:09 PM  
**To:** Greene, Cary <[CGreene@sjc.org](mailto:CGreene@sjc.org)>  
**Cc:** O'Connor, Kevin <[Kevin.Oconnor@sanjoseca.gov](mailto:Kevin.Oconnor@sanjoseca.gov)>  
**Subject:** Re: Use of Airport flight zone land

Cary

Thanks. Very clear. At least not insurmountable

be

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**From:** Greene, Cary <[CGreene@sjc.org](mailto:CGreene@sjc.org)>  
**Sent:** Monday, January 13, 2020 2:43:37 PM  
**To:** Ekern, Bill <[Bill.Ekern@sanjoseca.gov](mailto:Bill.Ekern@sanjoseca.gov)>  
**Cc:** O'Connor, Kevin <[Kevin.Oconnor@sanjoseca.gov](mailto:Kevin.Oconnor@sanjoseca.gov)>  
**Subject:** RE: Use of Airport flight zone land

Hi Bill,

Nothing confusing about the title. The area bounded by I-880, the Guadalupe River, and Coleman Avenue is referred to as the "Airport Approach Zone" in the General Plan. The City land within the Approach Zone comprises the "Guadalupe Gardens" plus most of the northern segment of the "Guadalupe River Park", both of which are subject to City master plans.

Now for the more difficult question! Whatever it is that would constitute a one-acre transmission line "connection" (fenced/gated building or complex of utility poles or equipment structures?) would likely have to go through several procedural land use and regulatory/legal hurdles, not necessarily insurmountable but probably lengthy and potentially controversial. Issues include the following:

- General Plan conformance and possible amendment (land currently designated as Open Space, Parklands, & Habitat)
- Guadalupe Gardens Master Plan Amendment to allow change in designated use -- includes review by Conservancy, ALUC, Airport Commission, Parks & Recreation Commission, FAA, and Council
- FMV acquisition (or easement) of Airport land
- FAA approval of Airport land release and structure heights
- Associated CEQA, and possibly NEPA, clearances for above actions

Feel free to follow up with me for additional discussion or clarification.

Cary

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**From:** Ekern, Bill  
**Sent:** Monday, January 13, 2020 11:50 AM  
**To:** Greene, Cary <[CGreene@sjc.org](mailto:CGreene@sjc.org)>  
**Cc:** O'Connor, Kevin <[Kevin.Oconnor@sanjoseca.gov](mailto:Kevin.Oconnor@sanjoseca.gov)>  
**Subject:** Use of Airport flight zone land

Cary,

Sorry for the confusing title. I don't recall the precise terminology for all of the approach lands the airport acquired north of Coleman.

We are working on a concept for the city to become a municipal utility and take over some of the PG&E distribution systems. Specifically, we are starting in the Diridon Station area, triggered by the Google proposal.

Kevin's consultants have identified a couple of ideas for locating a connection to the PG&E 115Kv transmission system. One of those is proximate to sub-station B, which is the one on Coleman at Autumn Street. We are looking to identify something on the order of one acre to build a facility to handle the connection to PG&E and then to distribute the power to projects. As you can imagine, it's difficult to find one acre in the downtown, or Diridon Station, that doesn't have plans for development. To wit, we were wondering if it was possible to build something of this use on the approach lands. I envision this as something very close to Coleman Avenue, much like the Rotary play area.

Are there legal or other issues that would preclude us from using some of that open space for a facility? There would be very minimal human activity on the site after construction.

Thanks,

be