NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING FOR 960 CENTRAL EXPRESSWAY PROJECT

DATE: December 2, 2021

TO: State Clearinghouse, Responsible and Trustee Agencies, Other Interested Agencies, Interested Parties and Organizations, and members of the public

SUBJECT: Notice of Preparation of Draft Environmental Impact Report for the 960 Central Expressway Project and Notice of Public Scoping Meeting

LEAD AGENCY: City of Santa Clara, Community Development Department, Planning Division
1500 Warburton Avenue
Santa Clara, California 95050

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NOTICE IS HEREBY GIVEN THAT The City of Santa Clara (the City) will serve as Lead Agency pursuant to the requirements of the California Environmental Quality Act (CEQA), and will be responsible for preparing an Environmental Impact Report (EIR) for the 960 Central Expressway Project (the Project). The EIR will analyze potential impacts of the proposed Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by CEQA. The City requests that interested parties/agencies provide comment on the Project's scope and on the content of environmental issues, alternatives, and mitigation measures to be explored in the EIR. The Project location and description are summarized below.

30-DAY NOP REVIEW PERIOD: The City solicits comments regarding the scope and content of the Draft EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, the NOP public review period will begin on December 3, 2021 and end on January 3, 2022. Please send your written/typed comments (including name telephone number, and contact information) by 5:00 p.m. on January 3, 2022 via email OR mail to:

Email: dfernandez@santaclaraca.gov (*Please include 960 Central in the subject line.*)

Mail: Debby Fernandez, Associate Planner
1500 Warburton Avenue
Santa Clara, California 95050

PUBLIC SCOPING MEETING: The City will hold a Scoping Meeting to: 1) inform the public and interested agencies about the proposed Project; and 2) solicit public comment on the scope of the environmental issues to be addressed in the EIR as well as the range of practicable alternatives to be evaluated. In accordance with current public safety concerns related to COVID-19, the meeting will be held via a virtual online platform (Zoom). During the scoping meeting, agencies, organizations, and the public will have an opportunity to submit

comments. The scoping meeting will include a presentation providing an overview of the Project and the CEQA process, followed by a question and answer session for online and phone attendees. Please note that comments are limited to three minutes per speaker. The date, time, and zoom meeting link are as follows:

Monday December 13, 6 p.m.-7 p.m.

https://santaclaraca.zoom.us/j/81440117314

Please note that there are two ways to comment during the meeting:

1. Send a comment via email to dfernandez@santaclaraca.gov. City staff will monitor emails during the meeting and an email comment received during the meeting will be read into the record. Your email should be limited so that it complies with the 3-minute time limitation for public comment.
2. Submit a comment via the "chat" function in the Zoom meeting app. City staff will monitor the chat, and will read comments and questions into the record.

PROJECT RELATED DOCUMENTS: Project related documents, including this NOP, can be found on the City's CEQA webpage:

www.santaclaraca.gov/CEQA

Project Title: 960 Central Expressway Project

Project Applicant: PDC Sacramento LPIV, LLC

Project Location:
The Project would be located upon a 41.86-acre site on one parcel (APN 224-07-099) at 960 Central Expressway in the City (**Figure 1, Location Map**). The Project would include subdivision of the site into three parcels. The site is bounded by Central Expressway to the north, Lafayette Street to the west, industrial uses to the south, and office uses to the east. A narrow easement for Union Pacific Railroad runs along the southern property line. The Project site is located approximately 0.50 miles west of the San Jose International Airport and would therefore require review by the local Airport Land Use Commission (ALUC) and Federal Aviation Administration (FAA). Central Expressway is under the authority of Santa Clara County; therefore, frontage improvements and access would also be subject to Santa Clara County review.

Existing Site and Surroundings:
The Project site is currently developed as a heavy industrial manufacturing plant operated by Owens Corning. There are two existing parking lots with a total of 216 parking spaces including 2 designated accessible parking spots. Currently, there is one signalized driveway at Central Expressway and one driveway with access to Lafayette Street. Existing utility services at the facility are provided by the City (water, sewer, electricity) and PG&E (gas). Existing electrical power is connected to a substation on Lafayette Street, at the southeastern corner of the site.

Existing uses in the vicinity of the Project Site consist of various commercial, industrial and institutional uses. Adjacent commercial uses along Lafayette Street include a data center and waste management center. Additional adjacent uses along Central Expressway include a furniture store, stone and tile supplier, two data centers, circuit board retailer, solar equipment supplier, and laboratory equipment supplier. Additional uses surrounding the project site include a post office, storage facility, tool manufacturer, gymnasium, auto repair center and solar equipment supplier.

SOURCE: ESRI Imagery

Project Composite

Figure 1
Project Location

ESA

Proposed Development

Major components of this project include the demolition of all existing industrial facilities on site, site preparation, and development of three new buildings, each on a separate subdivided parcel and totaling approximately 747,424 square feet (sf) plus 130,000 sf of covered loading area. These buildings are referred to as Building A, Building B, and Building C (see **Figure 2 Site Plan**).

The proposed use for Building C is established; the Applicant proposes to develop this building as a 481,770 sf single-story warehouse/distribution facility on approximately the western 40 percent of the Project site. Options for future use of Buildings A and B, which would be located on the remaining eastern portion of the site, comprise three alternative development scenarios. Scenario 1) two data centers; Scenario 2) two warehouse facilities; and, Scenario 3) one warehouse facility and one data center. For each scenario the building footprints would the same; buildings would be approximately 205,000 square feet and include a single story with maximum height of 45 feet.

Additional project components include parking facilities, access driveways, utilities upgrades, stormwater facilities, and landscape alterations.

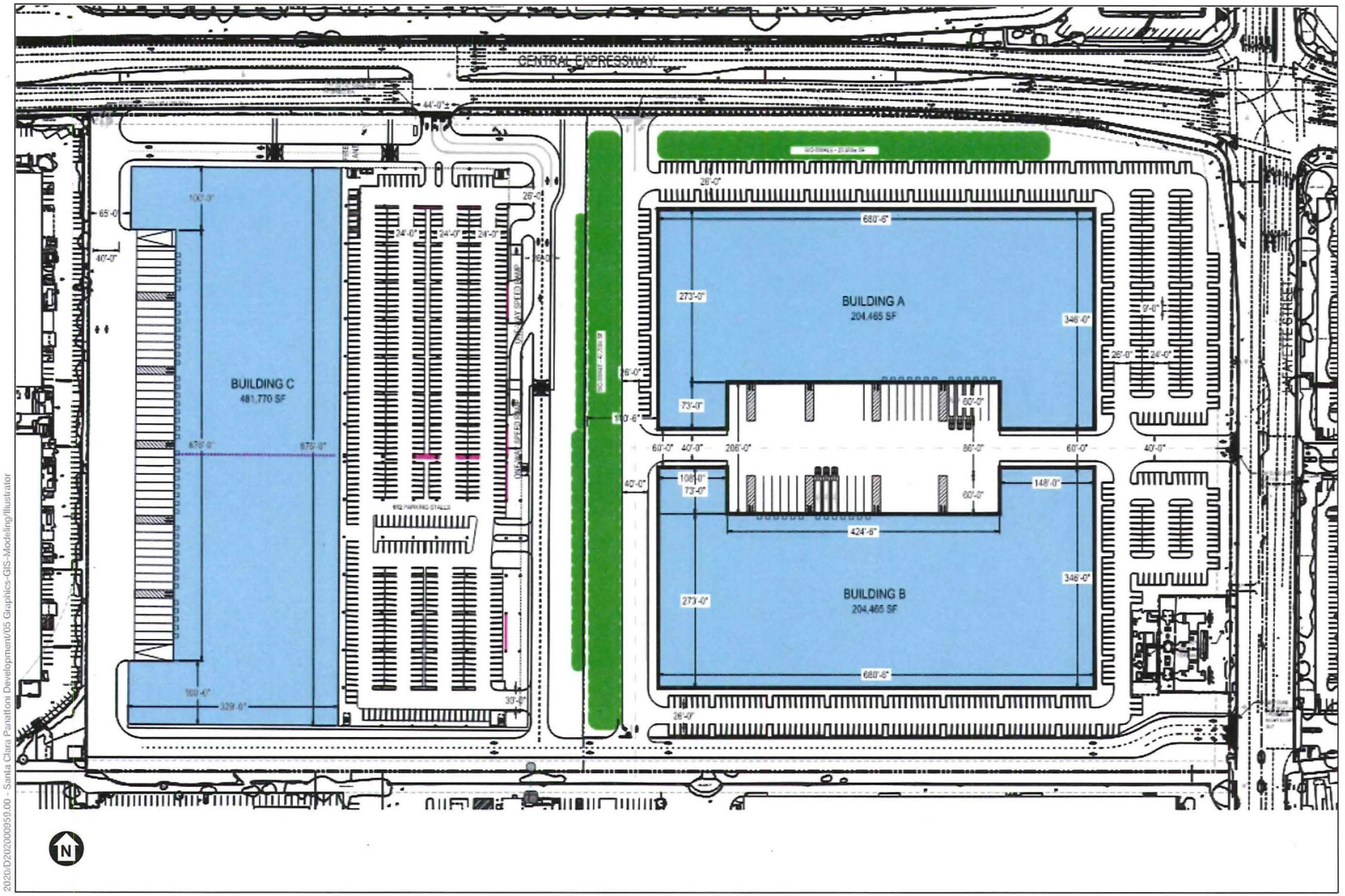
Parking and circulation is proposed to be shared amongst Buildings A and B, while Building C would have an attached four story garage. The proposed Project site has existing utility access (water, sewer, electricity, gas) through an electrical substation connected to Silicon Valley Power (SVP) 60kV service. The existing substation would be demolished, removed, and replaced with a new substation.

With respect to power requirements, Building C would require a new service transformer with one feed connecting to SVP 12kV power line along Central Expressway. Buildings A and B power requirements would be dependent on the building uses as described below.

Scenario 1: If two data centers are developed, a new double-substation would be required. Four total service connections to the SVP 60kV service overhead lines would be constructed along Lafayette Street: one main service and one redundant service for each data center. Preliminary estimated power requirements are 24 megawatt (MW) per data center.

Scenario 2: If two warehouse facilities are developed, two new separate service transformers would be required. These would be connected to the SVP 12kV main along the Lafayette Street frontage. Preliminary estimated power requirements are 4 MW per warehouse facility.

Scenario 3: If one data center and one warehouse facility are developed, one new substation would be required. This would be constructed with two service connections to the SVP 60kV overhead lines and one separate service transformer connected to the SVP 12kV main. Both connections would occur along Lafayette Street. Preliminary estimated power requirements are 24 MW for the data center and 4 MW for the warehouse facility.



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SOURCE: Panattoni

Project Composite

Figure 2
Site Plan

ESA

Alternatives to be Analyzed in the EIR:
In accordance with CEQA Guidelines Section 15126.6, the Draft EIR will assess a range of reasonable alternatives to the Project. The range of alternatives to be addressed will include a No Project Alternative as well as one or more other alternatives that would attain most of the basic objectives of the Project while avoiding or reducing any of its significant environmental effects. The identification of alternatives will be informed by comments received during the scoping process.

Potential Environmental Impacts: Pursuant to CEQA Guidelines Section 15060(d), the City has determined that this Project could result in one or more significant impacts on the physical environmental, thereby necessitating the preparation of an EIR.

While the EIR will consider all relevant environmental resources that could be affected by the Project, the analysis will focus on a number of key environmental issues in detail as described below. Where necessary, mitigation measures will be identified to address significant environmental impacts.

Air Quality: The EIR will assess the air pollutant emissions associated with the Project. An air quality analysis and technical appendix will be prepared in accordance with CEQA and Bay Area Air Quality Management District requirements. A discussion of the net change in air pollutant emissions as a result of the Project and the Project's contribution to regional air quality impacts will be included, as well as discussion of localized health risk effects on sensitive receptors. Temporary construction related impacts such as vehicle exhaust and airborne particulates (i.e., dust) and operational related impacts will be discussed.

Cultural and Tribal Cultural Resources: This analysis will evaluate whether the Project would impact cultural or potentially historic resources. An Historic Resources Evaluation will be conducted to determine if existing structures are eligible for listing in the California Register of Historical Resources. The analysis will also examine potential impacts on tribal cultural resources.

Energy: Each of the Project's land use scenarios will be evaluated from an energy use perspective to ensure consistency with the policies established within the City and Santa Clara County. The analysis will consider if energy use would be wasteful, inefficient, or unnecessary, or would conflict with an applicable plan for renewable energy or energy efficiency.

Greenhouse Gas Emissions/Climate Change: The Project would result in a net change in generated greenhouse gas emissions on the site, which will be quantified to determine whether emissions would be significant. This section of the EIR will also evaluate whether emissions would conflict with state and City emissions reduction goals and policies.

Hazards and Hazardous Materials: This section will summarize hazardous materials conditions within and adjacent to the Project site and identify any potential contamination that could impact construction workers, the public, or the environment. Since the existing manufacturing facility was built in 1949, lead-based paint and asbestos may be present. The Project's compatibility with the San Jose International Airport will also be discussed.

Noise and Vibration: This section will analyze temporary impacts from potential construction noise as well as changes in long-term operational noise that could affect sensitive receptors in the vicinity of the Project site. The analysis will focus on increases in noise and vibration generated by Project construction as well as potential noise increases from increased long-term operational traffic volumes.