DOCKETED	
Docket Number:	21-SPPE-02
Project Title:	STACK Trade Zone Park
TN #:	246142
Document Title:	STACK Trade Zone Park Revised Project Description
Description:	N/A
Filer:	Scott Galati
Organization:	DayZenLLC
Submitter Role:	Applicant Representative
Submission Date:	9/19/2022 9:24:35 AM
Docketed Date:	9/19/2022

SECTION 2.0 PROJECT DESCRIPTION

2.1 OVERVIEW OF MASTER PLAN DEVELOPMENT

STACK Infrastructure (STACK) is proposing to develop the Trade Zone Boulevard Technology Park (Trade Zone Park) which will include an Advanced Manufacturing Building (AMB~~BM~~), the SVY Data Center (SVYDC) and the SVY Backup Generating Facility (SVYBGF).

The SVYBGF will be an emergency backup generating facility with a generation capacity of up to 91~~0~~ MW to support the need for the SVYDC to provide uninterruptible power supply for its tenant's servers. The SVYBGF will consist of thirty-six (36) 3 MW and (3~~2~~) 1MW diesel-fired backup generators arranged in two generation yards, each designed to serve one of the two data center buildings (SVYDC 05 and SVYDC 06) that make up the SVYDC. One of the 1 MW diesel-fired backup generators will be installed near the southwest corner of the AMB. All of the generators would be dedicated to replace the electricity needs of the data center buildings and the emergency power needs of the AMB in case of a loss of utility power (with redundancy). The larger generators are designed to replace the electricity needed to serve the data halls, and all three ~~both~~ of smaller generators would be used to support redundant house critical cooling equipment and other general building and life safety services (house generators). The SVYBGF Project elements will also include switchgear and distribution cabling to interconnect the generators to their respective portions of the buildings.

The SVYBGF will serve only the SVYDC and is described in detail in Section 2.2. The SVYDC will consist of two buildings and is described in Section 2.3. The Advanced Manufacturing facilities will not be served by the SVYBGF, and, although part of the Trade Zone Park is not part of the SVYDC. For development processing purposes, all of the facilities proposed for the site are included in a planning application to the City of San Jose as part of a Master Plan for the site.

2.2 GENERATING FACILITY DESCRIPTION, CONSTRUCTION AND OPERATION

2.2.1 Site Description

The proposed Trade Zone Park site consists of two parcels encompassing approximately 9.8 acres. The parcels are located at 2400 Ringwood Avenue and 1849 Fortune Drive in San Jose, California, respectively (refer to Figures 2.2-1, 2.2-2, and 2.2-3). The site is currently zoned *Industrial Park (IP),* which permits medium manufacturing, while data centers are allowed upon issuance of a Special Use Permit, and utility facilities are allowed upon issuance of a Conditional Use Permit. ~~Both parcels are currently zoned for Industrial Park.~~ A PD Zoning Application has ~~is currently~~been being prepared ~~and~~ will be filed with the City of San Jose. The City is currently reviewing the PD Zoning Application and has provided response letters with instructive comments.

Because the site is designated *TEC* (not *IP*) in the General Plan, the City recommended the applicant apply for a Planned Development Rezoning from the current *IP Zoning District* to the *IP(PD) Planned Development Zoning District* using the *TEC* zoning designation for primary guidance.

Per the City's requirements described in the City's comments, the project has outlined draft development standards for the proposed allowed uses under the *IP(PD) Planned Development Zoning District* . The proposed land uses are consistent with the *Transit Employment Center* General Plan Land Use Designation, all General Plan policies listed in Section 4.11.1.1, and all applicable City Council policies. Response to CEC Data Request 74 includes a table that contains the proposed development standards. With the proposed rezoning to *IP(PD) Planned Development Zoning District* and implementation of the proposed development standards, the project would be consistent with the City's General Plan and Municipal Code. ~~shortly after the docketing of this SPPE Application. The PD Zoning Application will request rezoning from Industrial Zoning to Planned Development (PD) for both parcels.~~

The site is currently developed with two existing one-story buildings. The existing building at 2400 Ringwood Avenue (Olympus Building) encompasses approximately 80,000 square feet and is currently occupied. The Olympus Building site consists of a 6.10-acre, (265,716 SF) irregular-shaped parcel identified as APN 244-17-014 and is developed with one single-story office building with a total of 80,000 square feet of net rentable area. The parcel is also improved with asphalt driveways and parking areas as well as a central driveway plaza covered in stone pavers located in the front of the building entry area. The parcel was developed in 1996 and interior improvements were recently completed throughout the building. The parking areas that surround the Olympus Building on all four sides contain parking for 320 vehicles providing a ratio of 4.0 automobiles for 1,000 square feet of office space. The Olympus Building consists of concrete tilt-up construction with a steel deck and joist roof structure supported on steel columns on the field and concrete slab on grade, and strip footing foundations. The exterior concrete tilt-up walls are treated with of text coat paint finish and the exterior includes architectural reveals and panels.

The existing building at 1849 Fortune Drive (Fortune Drive Building) encompasses approximately 55,000 square feet and is currently unoccupied. The Fortune Drive Building is located on a rectangular parcel identified as APN 244-17-09. For health safety reasons, this building ~~is~~was scheduled for demolition in early 2022 pursuant to a City of San Jose demolition permit. However, the City did not issue the demolition permit and therefore Staff to treat the demolition of this building as part of the overall Project.

Access to the existing Olympus Building site is from both Trade Zone boulevard on the north side of the parcel and Ringwood Avenue on the west side. Access to the existing Fortune Drive Building site is from Fortune Drive near the southwest and southeast parcel corners.

Native and non-native trees and ornamental landscaping are located along the frontage of the property, as well as the northern, western, and southern property boundaries. The project proposes to demolish the existing shrubs and groundcovers on the site, while protecting-in-place trees not in conflict with proposed utilities, grading, stormwater treatment facilities, and architectural improvements.

The two parcels are contiguous with the total site being generally L-shaped. The site is bound to the north by Trade Zone Boulevard, to the south by Fortune Drive, to the west by Ringwood Avenue and to the east by data center uses on parcels owned by STACK, and an existing office building owned by others.

The project area consists primarily of commercial and industrial land uses to the south, east, and west, and residential uses to the north across Trade Zone Boulevard. Buildings in the area to the south and west are similar in height and scale to the existing building on the project site. Buildings to the east are similar in height and scale to the proposed buildings. The Norman Y. Mineta San José International Airport is located approximately 3 miles southwest of the site.

Figure 2.2-1: Regional Map

Figure 2.2-2: Vicinity Map

Figure 2.2-3: Aerial Photograph

2.2.2 General Site Arrangement and Layout

The 3~~8~~9 emergency backup generators (36 for the data center suites and 3~~2~~ house generators) will be located at the site in two generation yards adjacent to the data center building it serves. 1 one of the smaller house generators will be located next to the AMB. Figure 2.2-4 shows the General Arrangement and Site Layout of the SVYBGF within the SVYDC site. Data Center building SVY05 will be supported by 16 generators and Data Center Building SVY06 will be supported by 22 generators.

The generators will be installed in a stacked configuration. Each stacked pair of generators will be supported by a 12,000-gallon diesel fuel tank at the base of the stacking structure with a 500-gallon diesel fuel tank installed within the upper generator package. Each stacked pair of generators will be supported by a main urea tank installed below the lower generator. The generators packages and tanks will be enclosed in acoustical enclosures.

Each generation yard will be electrically connected to only the SVYDC building it serves through above ground conduit and wire to a location within the building that houses electrical distribution equipment. A single house generator would similarly be connected to the AMB.

Figure 2.2-4: General Arrangement and Site Plan of the Project

2.2.3 Generating Capacity

2.2.3.1 *Overview*

In order to determine the generating capacity of the SVYBGF, it is important to consider and incorporate the following critical and determinative facts.

1. The SVYBGF uses internal combustion engines and not turbines.
2. The SVYBGF internal combustion engines have a peak rating and a continuous rating.
3. The SVYBGF, through software technology and electronic devices, is controlled exclusively by the (SVYDC).
4. The SVYBGF has been designed with a block redundant system with (3) 5-to-make-4 redundancy for SVY05 and (3) 7-to-make-6 redundancy for SVY06. (1) block redundant system will serve one floor of the respective building they are associated with as described in Section 2.2.4.1.
5. There will be a total of 6 data center generators, which are redundant.
6. There will be a total of 32 house generators to provide electricity during emergencies to support portions of the ~~admin building~~ data centers and AMV and features necessary for emergency response. None of these generators are redundant.
7. The SVYBGF will only be operated for maintenance, testing, and during emergency utility power outages.
8. The SVYBGF will only operate at a load equal to the demand of the SVYDC during an emergency utility outage.
9. The SVYBGF is only interconnected to the SVYDC and is not interconnected to the transmission or distribution grid.
10. The SVYBGF will not be operated to participate in load-shedding or Resource Adequacy demand response programs.

The SVYBGF will not be interconnected to the AMB and therefore, the potential electrical demand and consumption by the AMB is immaterial to the calculation methodology employed by the Commission to determine generating capacity of the SVYBGF.

2.2.3.2 *Generating Capacity and PUE*

Based on the methodology recently adopted by the Commission's Final Decisions Granting SPPEs for the last five Data Center Backup Generating Facilities, the maximum generating capacity of the SVYBGF is determined by the maximum of capacity of the load being served.

The design demand of the SVYDC, which the SVYBGF has been designed to reliably supply with redundant components during an emergency, is based on the maximum critical IT load and maximum mechanical cooling electrical load occurring during the hottest hour in the last 20 years. Such conditions are possible but extremely unlikely to ever occur. The SVYDC load on that worst-case day will be 90 MW.

The data center industry utilizes a factor called the Power Utilization Efficiency Factor (PUE) to estimate the efficiency of its data centers. The PUE is calculated by dividing the total demand of the data center infrastructure serving the critical IT spaces (including IT load) by the Critical IT load itself. The theoretical peak PUE for the Worst Day Calculation would be 1.5 (Total 90 MW demand of Building on Worst Case Day divided by 60 MW Total Critical IT Load). The average annual PUE would be 1.3. (Total 78 MW demand of Building average conditions divided by 60 MW Design Critical IT Load). These PUE estimates are based on design assumptions and represent worst case.

2.2.4 Backup Electrical System Design

2.2.4.1 *Overview*

As discussed above there will be 9 data center suites in the SVYDC. Each data center suite will be designed to handle 8 (SVY05) to 6 (SVY06) MW (megawatts) of IT equipment load. The total maximum load of each data center suite will be 12 (SVY05) to 9 (SVY06) MW which includes the IT equipment load, mechanical equipment to cool the IT equipment load, lighting and data center monitoring equipment. The sum of the 9 data center suites will result in 60 MW of IT equipment load and 90 MW of total electrical load.

There are 9 data center suites fed from 36 electrical blocks. The redundant electrical system has been designed to replace one primary electrical block per 7-to-make-6 or 5-to-make-4 system. Each floor of the data centers is served by a dedicated redundant block. Each redundant system is designed for one primary block to be taken out of service at any moment in time (called "5-to-make-4" or "7-to-make-6"). During a complete utility outage all generators in a utility loop will start and carry load up to approximately 100% of their nameplate rating supporting the primary block they serve. If one of the generators fails or needs to be taken out of service during the emergency, the block redundant design allows the failing generator to be removed from operation automatically with the remaining primary block generators to continue to serve the lineups up to the maximum design load of the data center suites.

An electrical block consists of one 3MW generator, one 3,000kVA 20.78kV-480V medium voltage transformer, one 4,000 ampere 480-volt service switchboard and a 2,000-kW uninterruptible power supply (UPS) system.

The IT equipment will have dual cords that will take power from two different capacity groups. The dual cords are designed to evenly draw power from both cords when power is available on both cords, and automatically draw all of its power from a single cord when power becomes un-available on the other cord.

Each of the block redundant electrical systems will be designed to continue supporting all of the IT equipment load in the data center suites it serves any time one of the primary blocks is either scheduled to be out-of-service for maintenance or becomes un-available due to equipment failure. The dual corded IT equipment load gets power from two independent primary blocks. Multiple different cord configurations exist and are used to evenly balance the loads between these pairs of capacity groups.

The electrical load on each Data Hall is monitored by the building automation system. When the total demand of a Data Hall reaches 90 percent of the Data Halls capacity loading under normal operation, an alarm is activated in the engineering office. The operations staff will work with the tenants to ensure that the leased power levels are not exceeded.

2.2.4.2 *Utility-to-Generator Transfer Control Components and Logic*

During normal operation of the critical load, each primary block main switchboard (MSB) is fed from its utility source via the close-coupled medium voltage transformer. 20.78kV utility voltage is transformed down to 480V at the substation transformer. Each 4000A MSB receives power from its associated transformer and distributes power to (2) paralleled 1MW UPSs for a total of 2MW per primary block. The UPSs feed the 3000A UPS output bus on the MSB. The UPS output bus feeds (5)[1] 800A static transfer switches (STSs). Each STS feeds a single 600kVA power distribution unit (PDU). PDUs step down the supply voltage from 480V, 3 phase, 3 wire to 415/240V, 3 phase, 4 wire and are configured in a 5/4 distributed redundant scheme. PDUs distribute power to the data hall busway which distribute power to the IT racks.

The reserve block is configured like the primary blocks apart from the UPS output bus distribution. Instead of feeding STSs, the reserve block UPS output bus feeds a single common cable bus which taps off to each primary block static transfer switch distribution panel (STSDP). Each STSDP serves the alternate source on the STSs associated with its primary block. In the event of a primary block failure where the primary utility or a generator cannot supply backup power, the STSs sense of loss of power on the primary side and automatically transfer the critical load to the STSDP fed from the reserve block. A contact-based transfer inhibit system prevents other STSs from connecting to the reserve system in the event of multiple primary block failures within the same 7/6 system. When power is restored and stabilized at the primary MSB, the critical load is automatically transferred back to its primary block.

A 3MW standby generator is available per primary and reserve block. During the onset of a utility outage, the UPSs provide the ride-through power to the critical load while the generators start and provide backup power to the MSB via an open transition transfer sequence. Each MSB is powered from its dedicated generator until the utility is restored.

2.2.4.3 *Uninterruptible Power Supply (UPS) System Description*

The UPS System and Batteries are part of the SVYDC and are not part of the SVYBGF. However, the following description is provided to describe how the UPS system is intended to operate. The UPS will protect the load against surges, sags, under voltage, and voltage fluctuation. The UPS will have built-in protection against permanent damage to itself and the connected load for all predictable types of malfunctions. The load will be automatically transferred to the bypass line without interruption in the event of an internal UPS malfunction. The status of protective devices will be indicated on an LCD graphic display screen on the front of the UPS. The UPS will operate in the following modes:

- Normal - IGBT Rectifier converts AC input power to DC power for the inverter and for charging the batteries. The IGBT inverter supplies clean and stable AC power continuously to the critical load. The UPS Inverter output shall be synchronized with the bypass AC source when the bypass source is within the AC input voltage and frequency specifications.
- Loss of Main Power - When Main Power is lost, the battery option shall automatically back up the inverter so there is no interruption of AC power to the critical load.
- Return of Main Power or Generator Power - The system shall recover to the Normal Operating Mode and shall cause no disturbance to the critical load while simultaneously recharging the backup battery.
- Transfer to Bypass AC source - If the UPS becomes overloaded, or an internal fault is detected, the UPS controls shall automatically transfer the critical load from the inverter output to the bypass AC source without interruption. When the overload or internal warning condition is removed, after a preset "hold" period the UPS will automatically re-transfer the critical load from the bypass to the inverter output without interruption of power to the critical load.
- Maintenance Bypass - An optional manual make-before-break maintenance bypass panel may be provided to electrically isolate the UPS for maintenance or test without affecting load operation.

The UPS system batteries will have tab washers mounted on front terminal posts capable of accepting the wiring components of a battery monitoring system. Batteries will have an expected life of 5 to 7 years. Each battery bank will provide a minimum of five minutes of backup at 100 percent rated inverter load per 1000kW module, @ 77°F (25°C), 1.67 end volts per cell, beginning of life.

2.2.5 Generator System Description

Each of the 36 large generators for the data center suites will be Caterpillar Model 3516E standby emergency diesel fired generators equipped with Selective Catalytic Reduction (SCR) equipment and diesel particulate filters (DPF) to comply with Tier 4 emissions standards.

The maximum peak generating capacity of each generator is 3 MW for standby applications (short duration operation). Under normal operation, due to the block redundant configuration, the maximum load on each generator is designed to be less than 100 percent of the peak capacity.

Each individual generator will be provided with its own package system. Within that package, the prime mover and alternator will be automatically turned on and off by a utility-generator PLC transfer controller located in the 480-volt main switchboard located within the SVYDC. Each generator will be controlled by a separate, independent transfer controller. The generator will be turned on if the electrical utility power becomes unavailable and will be turned off after utility power has been restored and the transfer controller has returned the utility to the active source of power serving the computer and mechanical loads within the SVYDC.

Each stacked pair of generators will have an integrated dedicated base fuel tank and urea tank within the generator enclosure. The upper generator will have a smaller day fuel tank. The upper

generators will be supported by a structural steel platform and the lower generators will be supported by concrete pads. The generators enclosures are approximately 13 feet wide, 53 feet long and 29 feet high as shown on Figure 2.2-5 and Figure 2.2-6. Each generator will have a stack height of approximately 57.5 feet above grade. The generators at both levels will have approximately 6'-0" clear between adjacent generators.

Each of the 1 MW house generators will be a Caterpillar model and will also meet Tier 4 emission standards.

2.2.6 Fuel System

The backup generators will use renewable diesel as its primary fuel or ultra-low sulfur diesel as secondary fuel (<15 parts per million sulfur by weight). Approximately 5,200 gallons of fuel are required for 24-hour operation of each generator. The generators would have a combined diesel fuel storage capacity of approximately 237,500 gallons, which is sufficient to provide more than 24 hours of emergency generation at full electrical worst-case demand of the SVYDC.

2.2.7 Cooling System

Each generator will be air cooled independently as part of its integrated package and therefore there is no common cooling system for the SVYBGF.

2.2.8 Water Supply and Use

The SVYBGF will not require any consumption of water.

2.2.9 Waste Management

The SVYBGF will not create any waste materials other than minor amounts of solid waste created during construction and maintenance activities.

Figure 2.2-5: Generator Enclosure (Side and Front View)

Figure 2.2-6: Generator Enclosure (Top View)

2.2.10 Hazardous Materials Management

The SVYBGF will prepare a Spill Prevention, Control and Countermeasure Plan (SPCC) to address the storage, use and delivery of diesel fuel for the generators.

Each generator unit and its integrated fuel tanks have been designed with double walls. The interstitial space between the walls of each tank is continuously monitored electronically for the existence of liquids. This monitoring system is electronically linked to an alarm system in the engineering office that alerts personnel if a leak is detected. Additionally, the standby generator units are housed within a self-sheltering enclosure that prevents the intrusion of storm water.

Diesel fuel will be delivered on an as-needed basis in a compartmentalized tanker truck with maximum capacity of 8,500 gallons. The tanker truck parks on the access road to the south of the generator yard and extends the fuel fill hose through one of multiple hinged openings in the precast screen wall surrounding the generator equipment yard.

There are no loading/unloading racks or containment for re-fueling events; however, a spill catch basin is located at each fill port for the generators. To prevent a release from entering the storm drain system, storm drains will be temporarily blocked off by the truck driver and/or facility staff during fueling events. Rubber pads or similar devices will be kept in the generation yard to allow quick blockage of the storm sewer drains during fueling events.

To further minimize the potential for diesel fuel to come into contact with stormwater, to the extent feasible, fueling operations will be scheduled at times when storm events are improbable. Warning signs and/or wheel chocks will be used in the loading and/or unloading areas to prevent vehicles from departing before complete disconnection of flexible or fixed transfer lines. An emergency pump shut-off will be utilized if a pump hose breaks while fueling the tanks. Tanker truck loading and unloading procedures will be posted at the loading and unloading areas.

Diesel Exhaust Fluid (DEF) which contains urea is used as part of the diesel engine combustion process to meet the emissions requirements. The DEF will be stored in one approximately 400-gallon tank located within the enclosure of the lower generator in each stacked pair. These tanks can be filled in place from other drums, totes, or bulk tanker truck at the tank top.

2.2.11 SVYBGF Project Construction

Construction activities for the Trade Zone Park are expected to begin in ~~November~~ April 2023~~2~~ and are discussed in more detail in Section 2.3.4 as part of the overall construction activities at the site. Since the site preparation activities for the SVYDC will include the ground preparation and grading of the entire Trade Zone Park site, the only construction activities for the SVYBGF would involve construction of the generation yards at each SVYDC Building. This will include construction of concrete foundations and structural steel framing, fencing, installation of underground and above ground conduit and electrical cabling to interconnect to the SVYDC Building's switchgear, and placement and securing the generators.

The generators themselves will be assembled offsite and delivered to site by truck. Each generator will be placed within its respective generation yard by a crane.

Construction of the generation yards and placement of the generators is expected to take six months and is included in the overall construction schedule for the SVYDC described in section 2.3.4. Construction personnel for the SVYBGF are estimated to range from 10 to 15 workers including one crane operator.

2.2.12 SVYBGF Facility Operation

The backup generators will be run for short periods for testing and maintenance purposes and otherwise will not operate unless there is a disturbance or interruption of the utility supply. BAAQMD's Authority to Construct and the California Air Resources Board's Airborne Toxic Control Measures (ATCM) limits each engine to no more than 50 hours annually for reliability purposes (i.e., testing and maintenance). Please see Section 4.3 for a description of the testing and maintenance frequencies and loading proposed for the SVYBGF.

2.3 TRADE ZONE PARK FACILITIES DESCRIPTION

2.3.1 Overview

As described in Section 1.2, the Commission SPPE's determination is limited to solely to the SVYBGF. However, in order for the Commission to inform the decision-makers of the potential environmental effects of the SVYBGF, in combination with the SVYDC, the AMB and related facilities, STACK has included a complete description of the Trade Zone Park. A complete description of the SVYBGF is included in Section 2.1 and 2.2. The balance of the Trade Zone Park improvements is provided below.

2.3.1.1 *Site*

The proposed Trade Zone Park site consists of two parcels encompassing approximately 9.8 acres and is located at 2400 Ringwood Avenue and 1849 Fortune Drive in San Jose, California; Assessor Parcel Numbers 244-17-014 and 244-17-009, respectively. The property is zoned Industrial and is proposed to be modified through the City of San Jose Zoning Application Process to Planned Development (PD).

2.3.1.2 *SVYDC Buildings*

The SVYDC project will consists of construction of two three-story buildings encompassing approximately 522,194~~6,800~~ square feet. Building SVY05 will be approximately 220,012~~300~~ square feet and Building SVY06 will be approximately 302,182~~6,500~~ square feet. The SVYDC will also include a utility substation to be owned and operated by STACK, a switching station owned and operated by PG&E, two generator equipment yards (the SVYBGF), ~~surface parking,~~ landscaping and associated pipeline for water and wastewater. The data center buildings will house computer servers for private clients in a secure and environmentally controlled structure and would be designed to

provide 60 megawatts (MW) of power to information technology (Critical IT) equipment. A General Arrangement and Site Layout of the proposed development is shown on Figure 2.2-4. Figure 2.2-7 shows SVY05 Building Elevations and Figure 2.2-8 and Figure 2.2-9 show SVY06 Building Elevations.[1]

The data center buildings will consist of two main components; the data center suites that will house client servers, and the administrative facilities including support facilities such as the building lobby, restrooms, conference rooms, landlord office space, customer office space, loading dock and storage. The data center suite components will consist of three levels of data center space. Each level of SVY05 will contain one data center suite and corresponding electrical/UPS rooms. Each level of SVY06 will contain two data center suites and corresponding electrical/UPS rooms. The data center is being designed with an average rack power rating of 8 kW.

The data center buildings are composed of admin, data hall, and loading dock masses. The admin portion is four level and clad with curtain wall and metal panel systems. The data hall portion is clad primarily with pre-manufactured stucco panels. Additionally, the north data center building façade includes a screen extending from 30 feet above grade to 76 feet above grade to shield the view of cable trays running up the façade. The top of the parapet at the data hall is at 67-1/2 feet. The top of parapet at the admin portions is 80 feet. A rooftop dunnage platform is provided at 69 feet for mechanical equipment.
~~A sound attenuating screen topping off at 78 feet fully encloses the platform.~~ Noise modeling that had been revised since the time of the original SPPE Application filing revealed the need for additional noise mitigation. As identified in the Revised Noise Assessment the following additional noise mitigation walls have now been incorporated into the design of the Project as follows:

- Extension of the parapet wall on the sides of the data center buildings facing the commercial property to approximately 16 feet (5 meters) above roof height;
- Addition of an approximately 16-foot (5-meter)-high noise wall along the central-eastern property line; and
- Addition of a parapet wall on the northern and eastern sides of the single-story portion of SVY06, approximately 6.6 feet (2 meters) above roof height. See Figure 1 in the Revised Noise Assessment.

Floor plans of each level of SVY05 are shown in Figure 2.2-10, Figure 2.2-11 and Figure 2.2-12. The roof level plan for SVY05 is shown on Figure 2.2-13. Floor plans of each level of SVY06 are shown in Figure 2.2-14, Figure 2.2-15, and 2.2-16. The roof plan for SVY06 is shown in Figure 2.2-17.

[1] STACK submitted revised architectural, civil and landscaping plans that reflect City comments and revisions to the site plan to accommodate noise mitigation as part of its Response to Data Requests Set 2. Staff should use those figures as applicable in its analysis.

Figure 2.2-7 SVY05 Building Elevations (North and South)

Figure 2.2-8: SVY06 Building Elevations (North and East)

Figure 2.2-9: SVY06 Building Elevations (from the Proposed Generator Yard and Ringwood Avenue)

Figure 2.2-10: SVY05 Floor Plan Level 1

Figure 2.2-11: SVY05 Floor Plan Level 2

Figure 2.2-12: SVY05 Floor Plan Level 3

Figure 2.2-13: SVY05 Roof Plan

Figure 2.2-14: SVY06 Floor Plan Level 1

Figure 2.2-15: SVY06 Floor Plan Level 2

Figure 2.2-16: SVY06 Floor Plan Level 3

Figure 2.2-17: SVY06 Roof Plan

2.3.1.3 Substation and Transmission Line

The project would construct a new 100 MVA (mega volt-ampere) electrical substation along the eastern boundary of the site. The two-bay substation (two 100 MVA 115 kV-34.5kV step-down transformers and primary distribution switchgear) will be designed to allow one of the two transformers to be taken out of service, effectively providing 100 MVA of total power (a 2-to-make-1 design). The Pacific Gas & Electric Switchyard will be built in a Breaker and a Half (BAAH) configuration. This will consist of 2 incoming 115kV circuits entering a BAAH configuration consisting of 6 115kV circuit breakers, steel structures, 115kV switches, metering devices, and a non-occupied control enclosure.

The substation will have an all-weather asphalt surface underlain by an aggregate base. A concrete masonry unit screen wall, 13 feet in height, would surround portions of the substation with the remainder of the substation protected with an 8-foot height chain link fence. Figure 2.2-18 shows the proposed substation elevations. An oil containment pit surrounding each transformer will capture unintended oil leaks. Access to the substation will be from through the project site off Trade Zone Blvd.

The substation will be capable of delivering electricity to the SVYDC and the AMB from a new PG&E circuit but will not allow any electricity generated from the SVYBGF to be delivered to the transmission grid. Availability of substation control systems will be ensured through a redundant DC battery backup system.

To serve the Trade Zone Project, PG&E will be constructing a "looped" transmission interconnection involving two offsite transmission line extensions as shown on Figure 2.2-19. The first extension would involve a ~~loop line~~ line from the west that comprises a single circuit 115 kV OH (Overhead) Transmission line (T-Line) from an existing PG&E Newark-Milpitas #2 115 kV Line ~~near existing Tower 009/149~~ which is located on the southwest side of the intersection of Trade Zone Boulevard and Montague Expressway. The route from ~~Tower 09/149 to~~ to the site would be approximately 0.25 miles and the line would be supported on existing OH Transmission Towers and is ~~are~~ located along the south side of Trade Zone Boulevard. It is possible that up to three or more of the existing seven OH Transmission Towers may need to be replaced.

The second transmission line~~loop~~ would be a single circuit 115 kV UG (Underground) T-Line that would interconnect the existing PG&E Newark-Milpitas #2 115 kV Line ~~near Tower 009/150~~ which is located on the southeast side of the intersection of Trade Zone Boulevard and Montague Expressway. The route ~~from existing Tower 009/150~~ to the site for the second line would be approximately 0.25 miles and would be underground within the northern side of Trade Zone Boulevard right of way and then would cross from north to south to the site.

Figure 2.2-18: Substation Elevations

Figure 2.2-19: Proposed Transmission Line Route

2.3.1.3 *Advanced Manufacturing Building*

The Advanced Manufacturing building (AMB) will comprise a four-story building of approximately 136,5735~~,000~~ square feet of light industrial and ancillary support uses and will be located in the northwest corner of the site. The AMB will be clad with curtain wall and metal panel systems. The height of the AMB will be approximately 83 feet to the top of parapet. Figure 2.2-20 shows the Advanced Manufacturing Building Elevations (North, West, and East). Figure 2.2-21 through Figure 2.2-24 show the floor plan for each level of the building.

2.3.2 Building Heights and Setbacks

The admin section of the data center buildings will be approximately 80 feet in height to the top of parapet and approximately 67 ½ feet for the remaining data center. The mechanical equipment screen on the roof of the building will extend to 78 feet in height from the top of the slab above the data halls.

The buildings will be located as shown on Figure 2.2-4.

The AMB will be located a minimum of 25 feet from the property line along Trade Zone Boulevard and a minimum of 20 feet from the property line along Ringwood Avenue.

Building SVY05 will be located a minimum of 20 feet from the property line along Ringwood Avenue immediately south of the AMB. Building SVY05 will be immediately adjacent and to the west of the parking structure and will be located to the north of Building SVY06.

Building SVY06 will be located to the south of Building SVY05 and north of Fortune Avenue with a minimum setback of 25 feet from the property line along Fortune Avenue, a minimum setback of 10 feet from eastern property line, and approximately 45 feet from western property line.

2.3.3 Site Access, Employment and Parking

As shown on Figure 2.2-4, the overall project site will include three entrances, each at the same locations for the existing buildings. One entrance will be from Trade Zone Boulevard, one from Ringwood Avenue, and two from Fortune Avenue.

The project would provide a total of approximately 339 parking spaces in an approximately 174,751 square feet on-site parking garage. The parking garage will serve both data centers and the advanced manufacturing buildings. As required by City Code the parking garage will include 10 accessible parking, 34 EV parking, 41 clean air parking, and 3 accessible EV parking spaces as shown on Figure 2.2-25. Figure 2.2-26 shows the parking garages proposed elevations.

The total employment anticipated for the entire Trade Zone Park after full site buildout is expected to be approximately ~~198~~339 (70 employees for the SVYDC and ~~128~~269 for the AMB).

Figure 2.2-20: Advanced Manufacturing Building Elevations

Figure 2.2-21: Advanced Manufacturing Building Floor Plan Level 1

Figure 2.2-22: Advanced Manufacturing Building Floor Plan Level 2

Figure 2.2-23: Advanced Manufacturing Building Floor Plan Level 3

Figure 2.2-24: Advanced Manufacturing Building Floor Plan Level 4

Figure 2.2-25 Parking Plan

Figure 2.2-26: Parking Garage Elevations

2.3.4 Demolition, Site Grading, Excavation, and Construction

Demolition, grading, excavation and construction will take place in two phases. Phase I will include demolition of the two existing buildings and infrastructure that cannot be reused; grading of the entire site; installation of utility services including interim power and construction of the on-site substation, PG&E switchyard and associated PG&E distribution upgrades; and construction of the AMB, Data Center Building SVY05, and the parking structure. Phase II will include construction of Building SVY06Phase I activities are anticipated to begin in ~~November 2022~~April 2023 and take approximately 16-19 months to complete. Phase I will include construction workforce with a peak number of workers of approximately 150 per month and an average of approximately 100 per month. Phase II construction would begin as soon as commercially feasible, likely in late 2023 and take approximately 16 months to complete for commercial operation at the beginning of 2025. Phase II construction workforce is estimated to have a peak number of workers of approximately 200 per month with an average of approximately 80 per month.

It is possible that up to 34,000 cubic yards of fill will be required for the site. Per geotechnical considerations, it is recommended that the maximum depth of required excavation will be approximately two (2) feet. For improvements at-grade that are not supported on a structural slab, the soil subgrade should be kept moist until it is covered by imported fill.

The maximum depth below existing grade for any of the drainage facilities (bioretention areas) is 6'-8" below existing grade. The drainage facilities for the site are spread evenly throughout the site plan. The total amount of area of drainage facilities provided for the site is approximately 15,000 square feet. The maximum extent of excavation for the drainage facilities on-site is 100,000 cubic-feet or 3,750 cubic-yards. A site grading and drainage plan is shown in Figure 2.2-27.

2.3.5 Landscaping

The Trade Zone Park development as designed proposes to remove 156 trees on-site, due to various conflicts with proposed civil and architectural improvements. The replacement of the trees on-site will comply with the mitigation measures described by the City of San Jose. All 156 on-site trees will be mitigated for through a combination of planting new on-site trees per the City's prescribed replacement ratios for native, non-native and orchard trees as well as paying into the City of San Jose in-lieu fund for new trees at select locations within the city.

New landscaping consisting of trees, large and medium shrubs, and groundcovers will be installed along the property boundaries, building perimeters, stormwater treatment facilities, and landscape beds distributed throughout the parking facilities. Trees will be planted a minimum of five feet away from new or existing water mains or utility lines. A site landscaping plan is shown in Figure 2.2-28.

2.3.6 Stormwater Controls

The San Francisco Bay Regional Water Quality Control Board (RWQCB) has issued the Municipal Regional Stormwater NPDES Permit (MRP) to regulate stormwater discharges from municipalities

and local agencies. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). Examples of C.3 LID measures include bioretention areas, flow-through planters, and subsurface infiltration systems.

The design of the Trade Zone Park proposes to construct stormwater treatment areas consisting of LID (Low-Impact Development) bioretention areas and at-grade flow-through planter boxes totaling approximately 15,000 square feet, based on preliminary impervious calculations, sized according to the requirements of the MRP. The stormwater treatment areas will be located around the perimeter of the site, and adjacent to paved parking areas and buildings. A stormwater control plan is shown in Figure 2.2-29.

In the existing condition, stormwater discharges the site into the public system at four locations; one lateral North of the property along Trade Zone Blvd., two laterals Northwest of the property along Ringwood Ave., and one lateral South of the property along Fortune Dr. The project will attempt to utilize these existing stormwater laterals, but this will be determined during final design. Downspouts for the roof drainage will discharge into bioretention areas or flow-through planters located adjacent to the building. In some cases, roof drainage will be piped under sidewalks and discharged to the pavement surface where stormwater will then surface flow to at-grade bioretention planters located along the perimeter of the site.

Flow-through planters and bioretention planters will include perforated underdrains and overflow structures that connect to the on-site storm drains system which will eventually discharge to the public storm systems in Trade Zone Blvd., Ringwood Ave., and Fortune Dr. as described previously. According to Appendix E-2, HMP Applicability Map, of the "C.3 Stormwater Handbook" published by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) the project site is located in a "red area", defined as catchments and subwatersheds greater than or equal to 65% impervious. According to the MRP, hydromodification controls (HMC) are not required for projects located in red areas of the HMP Applicability Map. Therefore, the Trade Zone Park will not incorporate HMC into the project's development.

2.3.7 Site Water Supply and Use

2.3.7.1 *Site Grading and Construction*

Grading and construction of the including the SVYBGF is estimated to utilize 1.75-acre feet of water over the 35-month construction period for Phase I and Phase II.

2.3.7.2 *SVYDC and AMB Operation*

Neither the AMB nor the SVYDC will require water to cool the facility. The buildings will utilize air cooled chillers for office and critical cooling. For the SVYDC, the facility water use will be limited to occupant domestic water use and process water for humidifiers within the critical spaces to maintain design conditions. Total potable water use at full buildout of the Trade Zone Park is estimated to be approximately 113 ~~3~~ AFY. Landscaping for the site is estimated to use up to 1 AFY and will use reclaimed water. Historical use at the site is approximately 3.2 AFY.

2.3.8 Utility Interconnections

2.3.8.1 *General*

As part of the construction of the new buildings, domestic water, reclaimed water, fire water, sanitary sewer, fiber, and storm drain connections will be made from the City infrastructure systems located along Trade Zone Blvd., Ringwood Ave. and Fortune Drive. Connections will be made for each of the proposed buildings, as well as connections for site use. The project intends to relocate an existing public potable water line in a public utility easement on-site. The public potable water line will be relocated due to various conflicts with the proposed civil & architectural improvements. The project will attempt to utilize existing utility laterals, but this will be determined during final design. A Utility Plan is show in Figure 2.2-30.

Figure 2.2-27: Site Grading and Drainage Plan

Figure 2.2-28: Landscaping Plan

Figure 2.2-29: Stormwater Control Plan

Figure 2.2-30: Utility Plan

2.4 APPLICANT PROPOSED MITIGATION MEASURES

2.4.1 Air Quality

MM AIR-1: To ensure that fugitive dust impacts are less than significant, the project will implement the BAAQMD's recommended BMPs during the construction phase. These BMPs are incorporated into the design of the project and will include:

- All exposed surfaces (soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day.
- All haul trucks transporting material offsite shall be covered.
- All track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day.
- All vehicle speeds on unpaved surfaces shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks shall be paved as soon as possible. Building pads shall be completed as soon as possible after grading unless seeding or soil binders are used.
- Equipment idling times shall be minimized to 5 minutes per the Air Toxics Control Measure (ATCM). Idling time signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Information on who to contact, contact phone number, and how to initiate complaints about fugitive dust problems will be posted at the site.

2.4.2 Biological Resources

MM BIO-1.1: The project applicant shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st (inclusive).

MM BIO-1.2: If demolition and construction cannot be scheduled between September 1st and January 31st (inclusive), pre-construction surveys for nesting birds shall

be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1st through April 30th inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st inclusive). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests.

MM BIO-1.3: If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests shall not be disturbed during project construction.

MM BIO-1.4: Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the City's Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement.

MM BIO-2.1: Tree Replacement. A tree removal permit would be required from the City of San José for the removal of ordinance trees. The removed trees would be replaced according to tree replacement ratios required by the City, as provided in Table 4.4-2 below.

Table 4.4-2: Tree Replacement Ratios

Circumference of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
38 inches or more	5:1	4:1	3:1	15-gallon
19 up to 38 inches	3:1	2:1	none	15-gallon
Less than 19 inches	1:1	1:1	none	15-gallon

x:x = tree replacement to tree loss ratio

Note: Trees greater than or equal to 38-inch circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees. For Multi-Family residential, Commercial and Industrial properties, a permit is required for removal of trees of any size. A 38-inch tree equals 12.1 inches in diameter.

A 24-inch box tree = two 15-gallon trees

Single Family and two-dwelling properties may be mitigated at a 1:1 ratio.

Since 156 trees onsite would be removed, 10 trees would be replaced at a 5:1 ratio[2], 99 trees would be replaced at a 4:1 ratio, 47 trees would be replaced at a 1:1 ratio. As shown in Table 3.4-1, there are 13 native trees on-site. The total number of replacement trees required to be planted would be 493 trees. The species of trees to be planted would be determined in consultation with the City Arborist and the Department of Planning, Building, and Code Enforcement (PBCE).

In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures will be implemented, to the satisfaction of the Director of PBCE, at the development permit stage:

1. The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees to be planted on the project site, at the development permit stage.
2. Pay Off-Site Tree Replacement Fee(s) to the City, prior to the issuance of Public Works grading permit(s), in accordance to the City Council approved Fee Resolution. The City will use the off-site tree replacement fee(s) to plant trees at alternative sites.

Trees to be retained on-site, adjacent to the site, and/or along the transmission route may be injured during project construction activities including demolition and site grading. Additionally, trees adjacent to the proposed overhead transmission line may require substantial pruning to ensure clearance. The following applicant proposed mitigation measures would be implemented to reduce impacts to existing trees to less than significant levels.

MM BIO-2.2: Barricades – Prior to initiation of construction activity, temporary barricades would be installed around all trees in the construction area. Six-foot high, chain link fences would be mounted on steel posts, driven two feet into the ground, at no more than 10-foot spacing. The fences shall enclose the entire area under the drip line of the trees or as close to the drip line area as practical. These barricades will be placed around individual trees and/or groups of trees.

MM BIO-2.3: Root Pruning (if necessary) – During and upon completion of any trenching/grading operation within a tree's drip line, should any roots greater than one inch in diameter be damaged, broken or severed, root pruning to include flush cutting and sealing of exposed roots should be accomplished

[2] 11 of the trees on-site were unable to be measured for diameter. Therefore, those 11 trees were conservatively assumed to be of ordinance size and will be replaced at a 5:1 ratio of native, and a 4:1 ratio if non-native. Additionally, one tree's species was unrecognizable, therefore the tree was assumed to be native

under the supervision of a qualified Arborist to minimize root deterioration beyond the soil line within 24 hours.

MM BIO-2.4: Pruning – Pruning of the canopies to include removal of deadwood should be initiated prior to construction operations. Such pruning will provide any necessary construction clearance, will lessen the likelihood or potential for limb breakage, reduce 'windsail' effect and provide an environment suitable for healthy and vigorous growth.

MM BIO-2.5: Fertilization – Fertilization by means of deep root soil injection should be used for trees to be impacted during construction in the spring and summer months.

MM BIO-2.6: Mulch – Mulching with wood chips (maximum depth of three inches) within tree environments should be used to lessen moisture evaporation from soil, protect and encourage adventitious roots and minimize possible soil compaction.

MM BIO-3.1: The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant would be required to submit the Santa Clara Valley Habitat Plan Coverage Screening Form to the Director of PBCE or the Director's designee for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit. The Habitat Plan and supporting materials can be viewed at www.scv-habitatplan.org.

2.4.3 Cultural Resources

To be provided in a subsequent submittal.

2.4.4 Geology and Soils

MM GEO-1: To avoid or minimize potential damage from seismic shaking, the project shall be constructed using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of an approved geotechnical investigation. The report shall be reviewed and approved by the City of San José Department of Public Works as part of the building permit review and issuance process. The buildings shall meet the requirements of applicable building and fire codes as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property on site and off site to the extent feasible and in compliance with the Building Code.

MM GEO-2:

1. All excavation and grading work shall be scheduled in dry weather months or construction sites shall be weatherized.
2. Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.
3. Ditches shall be installed to divert runoff around excavations and graded areas if necessary.

MM GEO-3: The project shall be constructed in accordance with the standard engineering practices in the California Building Code, as adopted by the City of San José. A grading permit from the San José Department of Public Works shall be obtained prior to the issuance of a Public Works clearance. These standard practices would ensure that the future building on the site is designed to properly account for soils-related hazards on the site.

MM GEO-4: If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, Director of Planning or Director's designee of Planning, Building and Code Enforcement (PBCE) shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Planning or Director's designee of the PBCE.

2.4.5 Greenhouse Gas Emissions

MM GHG-1: The project owner shall participate in the San Jose Clean Energy (SJCE) at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project, or enter into an electricity contract with SJCE or participate in a clean energy program that accomplishes the same goals of 100% carbon-free electricity as the SJCE Total Green Level.

2.4.6 Hazards and Hazardous Materials

MM HAZ-1.1: Prior to issuance of demolition or grading permits, the project applicant shall prepare a Site Management Plan and Health and Safety Plan to guide activities during demolition, excavation, and initial construction to ensure that potentially contaminated soils are identified, characterized, removed, and disposed of properly. The purpose of the Site Management Plan and Health and Safety Plan is to establish appropriate management practices for handling impacted soil or other materials that may be encountered during construction activities. The Site Management Plan shall provide the protocols for sampling

of in-place soil to facilitate the profiling of the soil for appropriate off-site disposal or reuse, and for construction worker safety, dust mitigation during construction and potential exposure of contaminated soil to future users of the site. The soil profiling shall include (but not limited to) the collection of shallow soil samples (upper one-foot) and analyses for lead and organochlorine pesticides. The soil profiling shall be performed prior to any significant earthwork.

If there are no contaminants identified on the project site that exceed applicable screening levels for construction workers and residential users published by the Regional Water Quality Control Board, Department of Toxic Substances Control, and/or Environmental Protection Agency, the Site Management Plan does not need to be submitted to an oversight agency and only submitted to the City prior to construction earthwork activities. If contaminants are identified at concentrations exceeding applicable screening levels, the project applicant shall obtain regulatory oversight from Santa Clara County Department of Environmental Health (SCCDEH) or the Department of Toxic Substances Control (DTSC) under a Site Cleanup Program. The Site Management Plan and planned remedial measures shall be reviewed and approved by the SCCDEH or DTSC. A copy of the Site Management Plan and Health and Safety Plan shall be submitted to the Supervising Environmental Planner of the Department of Planning, Building and Code Enforcement and the Supervising Environmental Compliance Officer in the City of San José's Environmental Services Department.

2.4.7 Hydrology and Water Quality

MM HYD-1.1: Consistent with the General Plan, standard permit conditions that shall be implemented to prevent stormwater pollution and minimize potential sedimentation during construction include, but are not limited to, the following:

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities shall be suspended during periods of high winds.
- All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
- All trucks hauling soil, sand, and other loose materials shall be covered and all trucks shall maintain at least two feet of freeboard.

- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).
- Vegetation in disturbed areas shall be replanted as quickly as possible.
- All unpaved entrances to the site shall be filled with rock to remove mud from tires prior to entering City streets. A tire wash system shall be installed if requested by the City.
- The project applicant shall comply with the City of San José Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction.

2.4.8 Noise

To be provided in a subsequent submittal.

2.4.9 Transportation

To be provided in a subsequent submittal.