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APPENDIX F

Noise and Vibration Report

651 Martin Avenue
Data Center

Santa Clara, CA

NOISE AND VIBRATION REPORT

20 October 2022

Prepared for: Michael Stoner
Martin Avenue Properties
michael@lakestreetventures.com

Prepared by: Salter
Valerie Smith, PE – Vice President vsmith@salter-inc.com

Salter Project 21-0344

Contents

1.0 INTRODUCTION

Salter has conducted a noise and vibration impact analysis for the proposed data center and associated backup generation facility at 651 Martin Avenue. This report summarizes the applicable noise criteria, existing noise environment, and assesses the noise and vibration impacts due to the proposed project. An introduction to environmental noise is included in Appendix A.

1.1 Project Description

The proposed data center will be located at 651 Martin Avenue, on an approximately 7-acre site bounded by Martin Avenue to the south, freight train tracks to the east, and industrial properties to the north and west. The Norman Y Mineta San Jose International Airport (SJC) is approximately 1,400 feet east of the project site. Figure 1 shows the proposed site.

The proposed project consists of a data center and dedicated 96 MW backup generator facility. The data center would include 48 chillers located at the building rooftop. The dedicated backup generator facility would include 44 diesel-fired backup generators – 40 backup generators dedicated to cooling of the data center suites and 4 backup generators for general building and life-safety services. Appendix B shows the layout of the project building.

Construction of the project would occur for approximately 15 months, anticipated to begin in early 2024 and conclude in spring 2025. Once operational, the facility will include approximately 33 to 35 personnel on a daily basis.

1.2 Executive Summary

CEQA asks if the proposed project would result in temporary or permanent noise or vibration impacts at the adjacent properties. The following summarizes our findings.

1. Temporary Increase in Noise due to Construction. Construction of the project would not occur within 300 feet of residential properties. Additionally, the project construction is anticipated to occur during the allowed times in the Santa Clara City Code of 7 AM to 6 PM on weekdays, and 9 AM to 6 PM on Saturdays. We have estimated construction noise levels at the nearest properties and found them to be less than the general noise assessment criteria from FTA. Therefore, temporary noise impacts due to construction are expected to be less-than-significant and no mitigation is required. See Section 4.1.1 for additional information.
2. Permanent Increase in Noise due to Traffic. The project is expected to reduce the number of traffic trips to the site. Therefore, permanent noise impacts due to traffic are expected to be less-than-significant and no mitigation is required. See Section 4.1.2 for additional information.
3. Permanent Increase in Noise due to Operational Uses. The project will include 48 rooftop chillers to provide cooling for the data center and 44 emergency backup generators. As designed, the project is estimated to meet the criteria in the Noise Ordinance. Therefore, permanent noise impacts due to

operational uses are expected to be **less-than-significant** and no mitigation is required. See **Section 4.1.3** for additional information.

4. **Temporary Increase in Vibration due to Construction.** Construction of the project would occur approximately 85 feet from the nearest structure. Given the anticipated equipment, the Caltrans guidelines for vibration damage to buildings are not expected to be exceeded. Therefore, temporary vibration impacts due to construction are expected to be **less-than-significant** and no mitigation is required. See **Section 4.2.1** for additional information.
5. **Permanent Increase in Vibration due to Operational Uses.** There are no notable sources of groundborne vibration associated with the typical operational uses of the data center. Therefore, permanent vibration impacts from typical operations are expected to be **less-than-significant** and no mitigation is required. See **Section 4.2.2** for additional information.
6. **Airport Impact on the Project.** The proposed project is a data center located on property zoned for industrial uses. Per the noise contours provided by the nearby SJC airport, the noise levels at the site are compatible with the intended industrial land-use. Therefore, there is no impact. See **Section 4.3** for additional information.

2.0 ACOUSTICAL CRITERIA

The project is subject to several local and state guidelines and requirements, which are outlined below.

2.1 Santa Clara City Code

The Santa Clara City Code (SCCC) includes noise and vibration regulations in several sections.

2.1.1 Fixed Noise Source Requirements

The SCCC lists noise ordinance requirements for fixed sound sources (e.g., mechanical equipment) in Chapter 9.10. The ordinance states that it is unlawful for any fixed source of disturbing, excessive, or offensive sound or noise to exceed the levels in Schedule A, which is reproduced below as **Table 1**.

Table 1: Exterior Sound or Noise Limits (SCCC Schedule A)

Receiving Zone	Time Period	Noise Level (dBA[1])
Category 1: Single-family and duplex residential (R1, R2)	7 AM to 10 PM	55
	10 PM to 7 AM	50
Category 2: Multiple-family residential, public space (R3, B)	7 AM to 10 PM	55
	10 PM to 7 AM	50
Category 3: Commercial, Office (C, O)	7 AM to 10 PM	65
	10 PM to 7 AM	60
Category 4: Light Industrial (ML, MP)	Anytime	70
Category 4: Heavy Industrial (MH)	Anytime	75

The above limits are applied to the various zone districts are designated by the most recent update of the official zoning map of the City. Chapter 9.10.060 also notes the following:

- Paragraph 9.10.060.b notes that all noise and vibration measurements are to be taken at the closest point to the noise or vibration source on the adjacent real property, or any other property affected by noise and vibration.
- Paragraph 9.10.060.c notes that if the ambient noise levels without the noise source exceed the levels shown in Schedule A, the allowable noise exposure can be increased in 5 dBA increments.
- Paragraph 9.10.060.d notes that for any noise containing speech or informational content, the limits in Schedule A will be reduced by 5 dBA.

Exceptions to the noise levels set forth in Schedule A are included for the operation of emergency generators to provide services during an emergency and for construction activities that occur during the allowed hours.

2.1.2 Construction Noise

Section 9.10.230 of the SCCC lists noise requirements for construction sites. Construction is not allowed within 300-feet of residentially zoned properties except during the hours of 7 AM to 6 PM on weekdays, and 9 AM to 6 PM on Saturdays. Construction is prohibited on holidays, as defined in the Santa Clara City Code.

1 A-Weighted Sound Level – The A-weighted sound pressure level, expressed in decibels (dB). Sometimes the unit of sound level is written as dB(A). A weighting is a standard weighting that accounts for the sensitivity of human hearing to the range of audible frequencies. People perceive a 10 dB increase in sound level to be twice as loud.

2.1.3 Vibration

Section 9.10.050 of the SCCC states that it is unlawful of any person to operate – or allow the operation of – any fixed source of vibration such that it is perceptible to an individual at the closest property line affected by the vibration. Perceptible is not defined within the code.

2.2 Santa Clara General Plan

The Santa Clara General Plan includes the following table of noise standards:

Table 2: Noise Standards (General Plan Table 8-14.1)

Noise and Land Use Compatibility (Ldn[2] & CNEL[3])								
Land Use	**50**	**55**	**60**	**65**	**70**	**75**	**80**	**85**
Residential								
Educational								
Recreational								
Commercial								
Industrial								
Open Space								
	Compatible							
	Require Design and insulation to reduce noise levels							
	Incompatible. Avoid land use except when entirely indoors and an interior noise level of 45 Ldn can be maintained.							

The General Plan also includes the following policies related to noise, intended to minimize noise impacts on the community:

- 5.10.6-P1: Review all land use and development proposals for consistency with the General Plan compatibility standards and acceptable noise exposure levels defined on Table 5.10-1.
- 5.10.6-P2: Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan "normally acceptable" levels, as defined on Table 5.10-1.
- 5.10.6-P3: New development should include noise control techniques to reduce noise to acceptable levels, including site layout (setbacks, separation and shielding), building treatments (mechanical ventilation system, sound-rated windows, solid core doors and baffling) and structural measures (earthen berms and sound walls).

2 DNL (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the DNL and CNEL are usually interchangeable. DNL is sometimes written as L_{dn}.

3 CNEL (Community Noise Equivalent Level) – A descriptor for a 24-hour A-weighted average noise level. CNEL accounts for the increased acoustical sensitivity of people to noise during the evening and nighttime hours. CNEL penalizes sound levels by 5 dB during the hours from 7 PM to 10 PM and by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the CNEL and DNL are usually interchangeable.

- 5.10.6-P4: Encourage the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques.
- 5.10.6-P5: Require noise-generating uses near residential neighborhoods to include solid walls and heavy landscaping along common property lines, and to place compressors and mechanical equipment in sound-proof enclosures.

Per the land-use compatibility table shown above as **Table 2**, site noise levels are compatible with industrial sites up to CNEL 70 dBA.

The General Plan includes an existing noise contour map for roadways and rails (Figure 5.10-4 of the General Plan) which indicates the project is exposed to approximately CNEL 60 to 65 dBA due to roadway and rail noise sources. Figure 7.10-5 of the General Plan includes the 2022 airport noise contours for the nearby SJC airport, The figure indicates that the project site is exposed to airport noise levels below CNEL 65 dBA, but is within the Airport Land Use Commission land-use referral boundary[4]. Therefore, the project site is located in a "compatible" zone for industrial sites.

2.3 California Department of Transportation

The California Department of Transportation[5] (Caltrans) provides vibration design criteria for two scenarios: human perception and construction damage. These tables are included below as guidelines for the project vibration levels.

Table 3: Human Response to Continuous Vibration from Traffic (Caltrans, Table 5)

PPV (in/sec)	Human Response
0.4 to 0.6	Unpleasant
0.2	Annoying
0.1	Begins to annoy
0.08	Readily Perceptible
0.006 to 0.019	Threshold of Perception

4 The Airport Land Use Commission also provides 2022 Aircraft Noise Contours. As noted below Section 4.3, the project site is located within the CNEL 65 to 70 dBA boundary on this figure.

5 Transportation and Construction Vibration Guidance Manual September 2013 (DOT Document)

Table 4: Vibration Criteria for Continuous Vibration (Caltrans, Table 12)

PPV (in/sec)	Human Response
0.4 to 0.6	Architectural damage and possible minor structural damage
0.2	Threshold at which there is a risk of architectural damage to normal dwelling houses (houses with plastered walls and ceilings)
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006 to 0.019	Vibrations unlikely to cause damage of any type

2.4 Federal Transit Administration

To assess construction noise impacts, the Federal Transit Administration (FTA)[6] recommends comparing the combined 8-hour average noise level of all equipment in a construction phase to the following guidelines:

Table 5: General Assessment Construction Noise Criteria (Table 7-3 from FTA)

Land Use	Leq(8-hr), dBA	
	Daytime	Nighttime
Residential	80	70
Commercial	85	85
Industrial	90	90

Nighttime construction is not anticipated, so the criteria in the Daytime column will be utilized for our analysis.

2.5 California Environmental Quality Act

The California Environmental Quality Act (CEQA) contains guidelines to evaluate the significance of noise attributable to a proposed project. This would include (but is not limited to) added traffic noise, mechanical equipment noise, and construction noise. CEQA asks the following applicable questions. Would the project result in:

- *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- *Generation of excessive groundborne vibration or groundborne noise levels?*

6 "Transit Noise and Vibration Impact Assessment Manual", September 2018, Federal Transit Administration.

- *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, would the project expose people residing or working in the project area to excessive noise levels?*

CEQA does not define the noise level increase that is considered substantial. Instead, it notes to compare noise levels to standards established in the local general plan or City noise ordinance. This is discussed in detail below in each of the applicable analysis sections.

3.0 EXISTING ENVIRONMENT

3.1 Existing Noise Environment

The noise environment at the project site is controlled by traffic on Martin Avenue, surrounding industrial uses, train passbys, and aircraft noise from SJC Airport. We conducted long-term ambient noise measurements at the site from 28 September to 30 September 2022. Table 6 shows the measured noise levels and Figure 2 shows the noise measurement locations.

Table 6: Measured On-Site Noise Levels

Location	Description	DNL
LT-1	Along Martin Avenue	75 dBA
LT-2	Rear of project site	68 dBA

3.2 Land Uses

Per the most recent update of the official zoning map of the City[7], the project site and all adjacent parcels are zoned MH – Heavy Industrial. The nearest residentially-zoned properties are approximately 3,000 feet to the south (near the intersection of Main Street and Cabrillo Avenue) and 5,800 feet to the north (at the intersection of Lafayette Street and Laurie Avenue). There are several residences approximately 1,400 feet to the southwest of the project site, located on property zoned for light industrial uses.

4.0 IMPACT ANALYSES

The following discusses potential noise and vibration impacts due to the project.

4.1 Noise Impact Analyses

CEQA asks *"Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?"*

7 Accessed on 20 October 2022 at https://map.santaclaraca.gov/public/index.html?viewer=regional

There are several sources of noise for the project. Temporary changes in noise would be caused by construction noise, while permanent changes in noise would be caused by traffic associated with the project and operational noise. These are discussed in further detail below.

4.1.1 Temporary Increase in Noise: Construction

The SCCC does not provide limits for construction noise. We have utilized the FTA guidelines shown above in Table 5 to assess if project construction noise will create a significant impact.

Per correspondence with Ramboll, we understand that the following equipment is estimated for use during construction of the data center[8]. Reference sound levels for the various pieces of equipment was obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) database. Table 7 shows a summary of construction phases, schedule, equipment, and sound levels.

Table 7: Proposed Construction Schedule and Equipment Sound Levels

Phase	Equipment	Count	Reference Sound Level (dBA)
Demolition (1/1/2024 to 1/29/2024)	Concrete/Industrial Saws	1	90
	Excavators	3	81
	Rubber Tired Dozers	2	82
Site Preparation (1/30/2024 to 2/13/2024)	Tractors/Loaders/Backhoes	4	84
	Rubber Tired Dozers	3	82
Grading (2/14/2024 to 3/13/2024)	Excavators	1	81
	Rubber Tired Dozers	1	82
	Tractors/Loaders/Backhoes	3	84
	Graders	1	85
Building Construction (3/14/2024 to 1/30/2025)	Cranes	1	81
	Forklifts	3	83
	Tractors/Loaders/Backhoes	3	84
	Generator Sets	1	81
	Welders	1	74
Paving (1/31/2025 to 2/28/2025)	Pavers	2	77
	Rollers	2	80
	Paving Equipment	2	80
Architectural Coating (3/1/2025 to 3/30/2025)	Air Compressors	1	78

8 Detailed construction equipment information is provided in **Appendix C**

Noise levels from construction equipment was analyzed to the nearest receiver (the adjacent industrial property) and the nearest residence (located on a light industrial property, near the intersection of Lafayette Street and Schulman Avenue). Noise levels were calculated using the methodology from the RCNM model, which utilizes an attenuation factor of 6 dBA per doubling of distance and specified usage factors for the equipment. In both cases, noise levels will meet the criteria in Table 5 with no mitigation. Appendix D contains the results of the estimates at the nearby receivers.

Therefore, temporary noise impacts due to construction are expected to be less-than-significant and no mitigation is required.

4.1.2 Permanent Increase in Noise: Traffic

CEQA asks, *"Would the project result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?"*

Per the project traffic study – contained in Appendix E – we understand there are currently approximately 1,464 trips per day to the project site. With the future use as a data center, the daily trips will be reduced to 463.

Therefore, permanent noise impacts due to traffic are expected to be less-than-significant and no mitigation is needed.

4.1.3 Permanent Increase in Noise: Operational Uses

CEQA asks, *"Would the project result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?"*

The City of Santa Clara provides property line noise level limits in SCCC Section 9.10.040. As shown above in Table 1, the project would be considered a "significant impact" if the project:

- Generates noise levels in excess of 55 dBA during daytime hours (or 50 dBA during nighttime hours) at nearby residentially zoned properties
- Generates noise levels in excess of 70 dBA during any hours at nearby light industrial properties
- Generates noise levels in excess of 75 dBA during any hours at adjacent heavy industrial properties

Operational uses on the site consists of the rooftop cooling towers and periodic testing of the emergency generators. Per the Noise Ordinance, usage of the emergency generators in an emergency situation is exempt from the Noise Ordinance criteria.

4.1.3.1 Rooftop Chillers

To provide cooling for the data center, the project will include 48 chillers, spaced around the building rooftop as shown in **Appendix B**. The main portion of the data center building is approximately 85 feet tall, with the top of the chillers approximately 19 feet above the rooftop.

The basis-of-design for the chillers is the York YVFA0459. Preliminary sound data for the chillers is included in **Appendix F**. For this "worst-case" analysis, we have assumed that all chillers will be operating simultaneously at 100% load during nighttime hours.

Based on the chiller locations, noise levels surrounding the site are estimated to be as shown below in **Table *8***. The receiver locations are shown in the attached **Figure 3**.

Table 8: Estimated Noise Levels due to Chillers

Location	Zoning Category	Estimated Noise Level (dBA)	Noise Ordinance Criterion (dBA)
R1 (North Property Line)	MH – Heavy Industrial	68	75
R2 (East Property Line)	MH – Heavy Industrial	69	
R3 (South Property Line)	MH – Heavy Industrial	65	
R4 (West Property Line)	MH – Heavy Industrial	62	
R5	ML – Light Industrial	54	70
R6	R1 – Residential	44	50
R7	R1 to R3 – Residential	46	

As shown above, the project rooftop chillers are expected to meet the Noise Ordinance criteria as shown with the project design. Therefore, permanent noise impacts from the rooftop chillers are expected to be **less-than-significant** and no mitigation is needed.

Note that this analysis is for the expected "worst-case" noise levels. Actual chiller operation could vary depending on ambient temperatures and equipment redundancies. These potential noise reductions have not been included in this analysis.

4.1.3.2 Emergency Generators

On the east side of the building, there will be 44 emergency generators. The generators will be stacked vertically in twenty-two groups of two, as shown in the site plan in **Appendix B**. In the event of a power outage, four of these generators will be used to support life safety services within the building, and the remaining 40 will be used to support building cooling.

When operated during an emergency, the generators are exempt from the Noise Ordinance. However, when periodically tested, the generators are subject to all applicable noise requirements.

During the periodic testing, generators will be tested in groups of two to three, during the hours of 7 AM to 5 PM. The basis-of-design for the generators is the Caterpillar Model 3516E, which includes an enclosure that limits noise levels to 75 dBA at 23 feet. At this level, noise levels at the closest adjacent property to the east are expected to be approximately 68 dBA. Noise levels are all other surrounding properties will be less than this level.

Therefore, permanent noise impacts from the periodic testing of the emergency generators are expected to be less-than-significant and no mitigation is needed.

4.2 Vibration Impact Analyses

CEQA asks *"Would the project result in generation of excessive groundborne vibration levels?"*

Vibration at the site could be generated on a temporary basis by construction activities or on a permanent basis due to operational uses. These are discussed in further detail below.

4.2.1 Temporary Increase in Vibration: Construction

The SCCC does not provide vibration limits for construction equipment. We have used the established Caltrans standards for groundborne vibration at adjacent buildings – shown above in Table 3 – with a limit of PPV 0.08 in/sec.

Table 9 shows vibration levels of typical construction equipment, provided at a reference distance of 25 feet.

Table 9: Reference Vibration Levels of Typical Construction Equipment (Caltrans, Table 18)

Equipment	Reference PPV at 25-ft (in/sec)
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

The equipment that generates the most vibration is the vibratory roller, which could be used adjacent to the property line. The nearest building is the building on the industrially-zoned lot located due west of the 651 Martin project site, which is approximately 85-feet from the property line.

At a distance of 85-feet from the vibratory roller, Caltrans[9] estimates that the reference vibration level of PPV 0.210 in/sec will be reduced to PPV 0.055 in/sec. This is below the Caltrans limit of PPV 0.08 in/sec. Therefore, temporary vibration impacts from construction equipment are expected to be **less-than-significant** and no mitigation is required.

4.2.2 Permanent Increase in Vibration: Operational Uses

There are no notable sources of groundborne vibration associated with the typical operational uses of the data center. Therefore, permanent vibration impacts from typical operations are expected to be **less-than-significant** and no mitigation is required.

4.3 Airport Impact on the Project

CEQA asks *"For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, would the project expose people residing or working in the project area to excessive noise levels?"*

The Santa Clara County Airport Land Use Commission (ALUC) Comprehensive Land Use Plan (CLUP) for SJC Airport[10] describes the noise compatibility of land uses. The guidelines for industrial uses are shown below in **Table 10**.

Table 10: Noise Compatibility Policies for Industrial Land Uses from (SJC CLUP, Table 4-1)

Land Use Category	CNEL					
	55 to 60	60 to 65	65 to 70	70 to 75	75 to 80	80 to 85
Industrial, manufacturing, utilities, agriculture	Generally acceptable			Generally unacceptable		Unacceptable

Based on the 2022 Aircraft Noise Contours provided by the ALUC[11], the project site is located in the CNEL 65 to 70 dB contours. Therefore, the project site is generally acceptable for industrial uses and there is **no CEQA impact**.

9 Caltrans Equation 12. $PPV_{equipment} = PPV_{ref}(25/D)^n$ in inches/second, where D is the distance from equipment to building in feet and n is the attenuation rate through ground, suggested to be 1.1.

10 "Comprehensive Land Use Plan Santa Clara County, Norman Y. Mineta San Jose International Airport", adopted by the Santa Clara County Airport Land Use Commission on 25 May 2011 and Amended 16 November 2016

11 The SJC 2022 Airport Noise Contours are included in **Appendix G** with the project site indicated

5.0 CONCLUSIONS

This report has assessed noise and vibration levels associated with the construction and operation of the proposed data center at 651 Martin Avenue. As designed, the project is expected to result in less-than-significant impacts for both temporary and permanent noise and vibration levels as outlined above.

* * *

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651 MARTIN AVENUE DATA CENTER
PROJECT SITE LOCATION

FIGURE 1

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Honolulu

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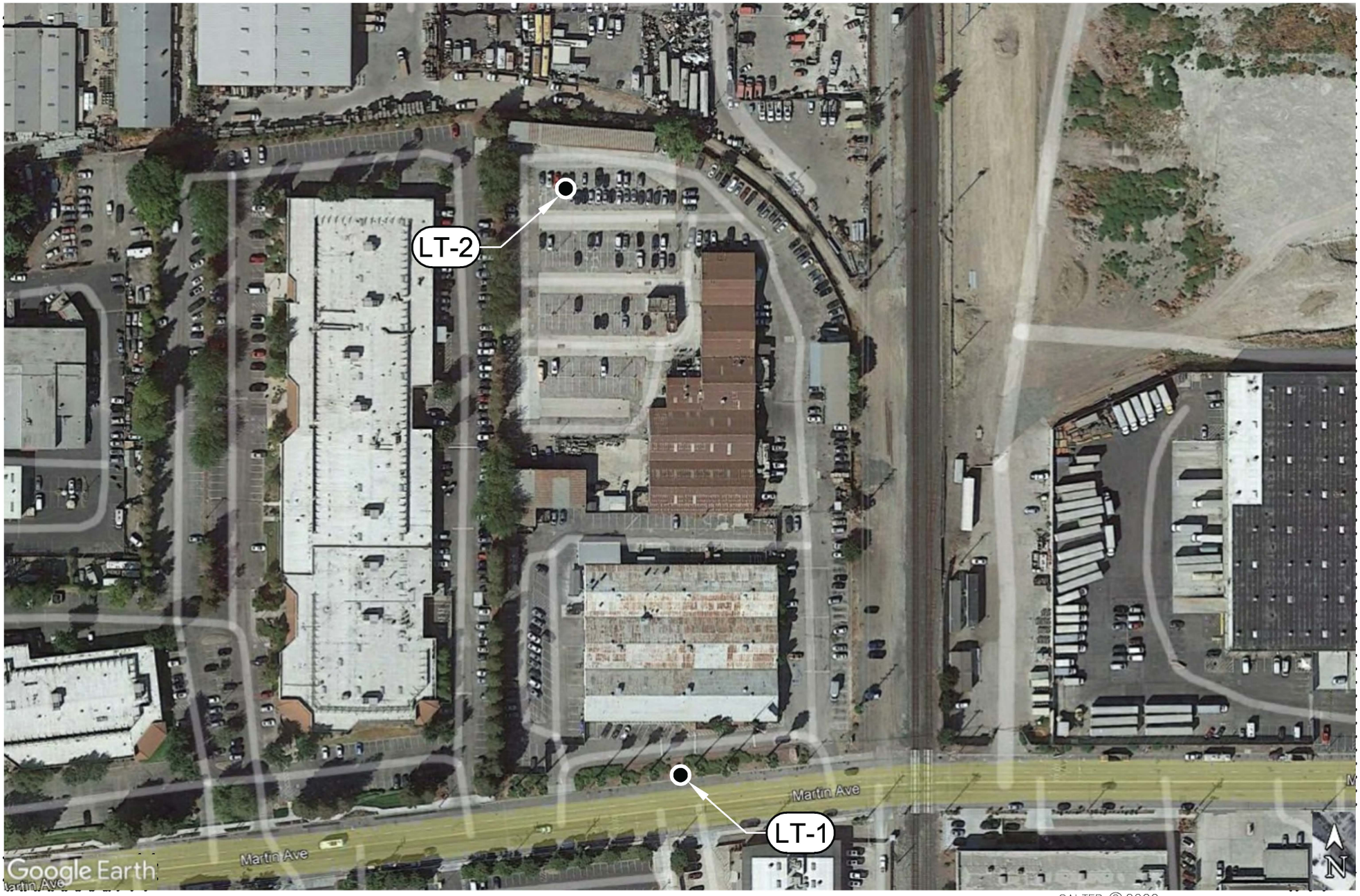
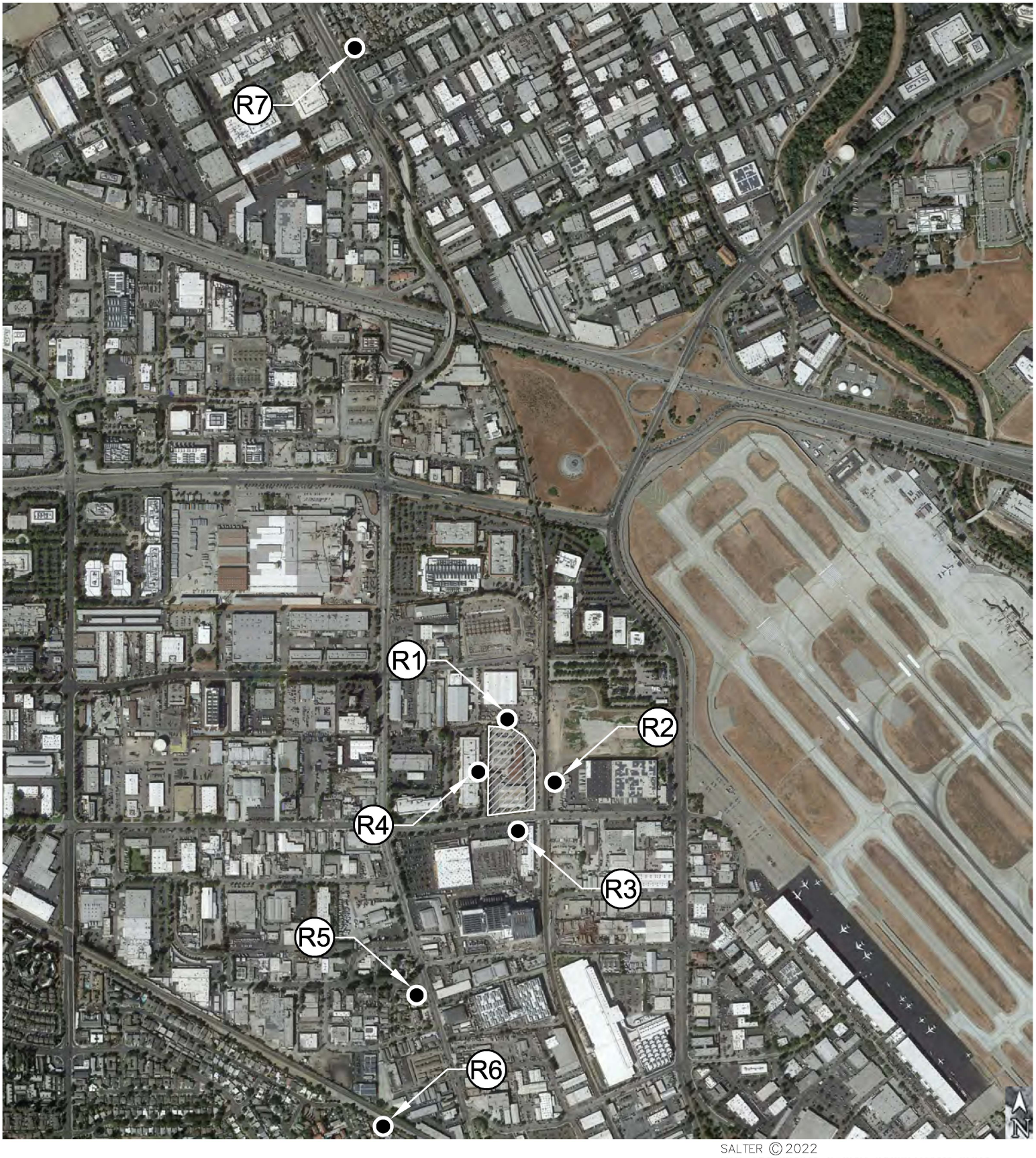


651 MARTIN AVENUE DATA CENTER
NOISE MEASUREMENT LOCATIONS

FIGURE 2

Salter # 21-0344

VCS 10.20.22



651 MARTIN AVENUE
DATA CENTER
NOISE PREDICTION LOCATIONS

FIGURE 3

Salter # 21-0344

VCS 10.20.22

APPENDIX A: FUNDAMENTALS OF ENVIRONMENTAL NOISE

This section provides background information to aid in understanding the technical aspects of this report.

Three dimensions of environmental noise are important in determining subjective response. These are:

- The intensity or level of the sound
- The frequency spectrum of the sound
- The time-varying character of the sound

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

The "frequency" of a sound refers to the number of complete pressure fluctuations per second in the sound. The unit of measurement is the cycle per second (cps) or hertz (Hz). Most of the sounds, which we hear in the environment, do not consist of a single frequency, but of a broad band of frequencies, differing in level. The name of the frequency and level content of a sound is its sound spectrum. A sound spectrum for engineering purposes is typically described in terms of octave bands, which separate the audible frequency range (for human beings, from about 20 to 20,000 Hz) into ten segments.

Many rating methods have been devised to permit comparisons of sounds having quite different spectra. Surprisingly, the simplest method correlates with human response practically as well as the more complex methods. This method consists of evaluating all of the frequencies of a sound in accordance with a weighting that progressively de-emphasizes the importance of frequency components below 1000 Hz and above 5000 Hz. This frequency weighting reflects the fact that human hearing is less sensitive at low frequencies and at extreme high frequencies relative to the mid-range.

The weighting system described above is called "A"-weighting, and the level so measured is called the "A-weighted sound level" or "A-weighted noise level." The unit of A-weighted sound level is sometimes abbreviated "dB." In practice, the sound level is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting characteristic. All U.S. and international standard sound level meters include such a filter. Typical sound levels found in the environment and in industry are shown in **Figure A-1.**

Although a single sound level value may adequately describe environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise is a conglomeration of distant noise sources, which results in a relatively steady background noise having no identifiable source. These distant sources may include traffic, wind in trees, industrial activities, etc. and are relatively constant from moment to moment. As natural forces change or as human activity follows its daily cycle, the sound level may vary slowly from hour to hour. Superimposed on this slowly varying background is a succession of identifiable noisy events of brief duration. These may include nearby activities such as single vehicle pass-bys, aircraft flyovers, etc. which cause the environmental noise level to vary from instant to instant.

To describe the time-varying character of environmental noise, statistical noise descriptors were developed. "L10" is the A-weighted sound level equaled or exceeded during 10 percent of a stated time period. The L10 is considered a good measure of the maximum sound levels caused by discrete noise events. "L50" is the A-weighted sound level that is equaled or exceeded 50 percent of a stated time period; it represents the median sound level. The "L90" is the A-weighted sound level equaled or exceeded during 90 percent of a stated time period and is used to describe the background noise.

As it is often cumbersome to quantify the noise environment with a set of statistical descriptors, a single number called the average sound level or "L_{eq}" is now widely used. The term "L_{eq}" originated from the concept of a so-called equivalent sound level which contains the same acoustical energy as a varying sound level during the same time period. In simple but accurate technical language, the L_{eq} is the average A-weighted sound level in a stated time period. The L_{eq} is particularly useful in describing the subjective change in an environment where the source of noise remains the same but there is change in the level of activity. Widening roads and/or increasing traffic are examples of this kind of situation.

In determining the daily measure of environmental noise, it is important to account for the different response of people to daytime and nighttime noise. During the nighttime, exterior background noise levels are generally lower than in the daytime; however, most household noise also decreases at night, thus exterior noise intrusions again become noticeable. Further, most people trying to sleep at night are more sensitive to noise. To account for human sensitivity to nighttime noise levels, a special descriptor was developed. The descriptor is called the L_{dn} (Day/Night Average Sound Level), which represents the 24-hour average sound level with a penalty for noise occurring at night. The L_{dn} computation divides the 24-hour day into two periods: daytime (7:00 am to 10:00 pm); and nighttime (10:00 pm to 7:00 am). The nighttime sound levels are assigned a 10 dB penalty prior to averaging with daytime hourly sound levels.

For highway noise environments, the average noise level during the peak hour traffic volume is approximately equal to the L_{dn}.

The effects of noise on people can be listed in three general categories:

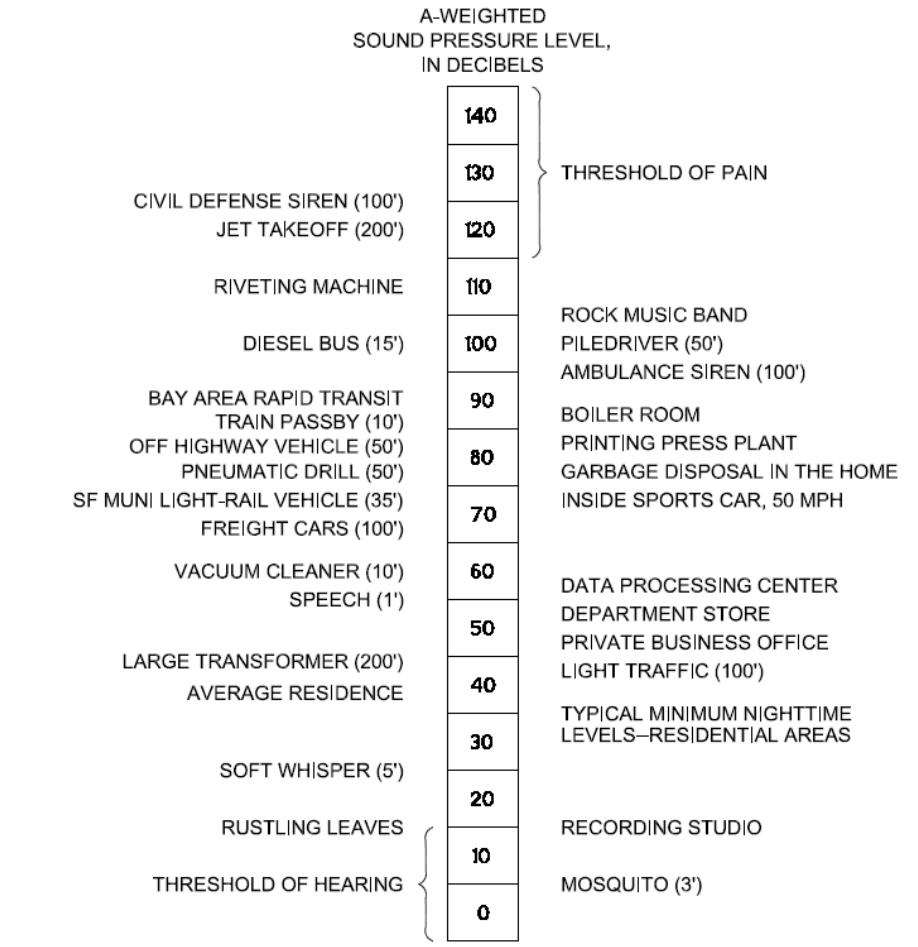
- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as startle, hearing loss

The sound levels associated with environmental noise usually produce effects only in the first two categories. Unfortunately, there has never been a completely predictable measure for the subjective effects of noise nor of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over time.

Thus, an important factor in assessing a person's subjective reaction is to compare the new noise environment to the existing noise environment. In general, the more a new noise exceeds the existing, the less acceptable the new noise will be judged.

With regard to increases in noise level, knowledge of the following relationships will be helpful in understanding the quantitative sections of this report:

Except in carefully controlled laboratory experiments, a change of only 1 dB in sound level cannot be perceived. Outside of the laboratory, a 3 dB change is considered a just-noticeable difference. A change in level of at least 5 dB is required before any noticeable change in community response would be expected. A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse community response.

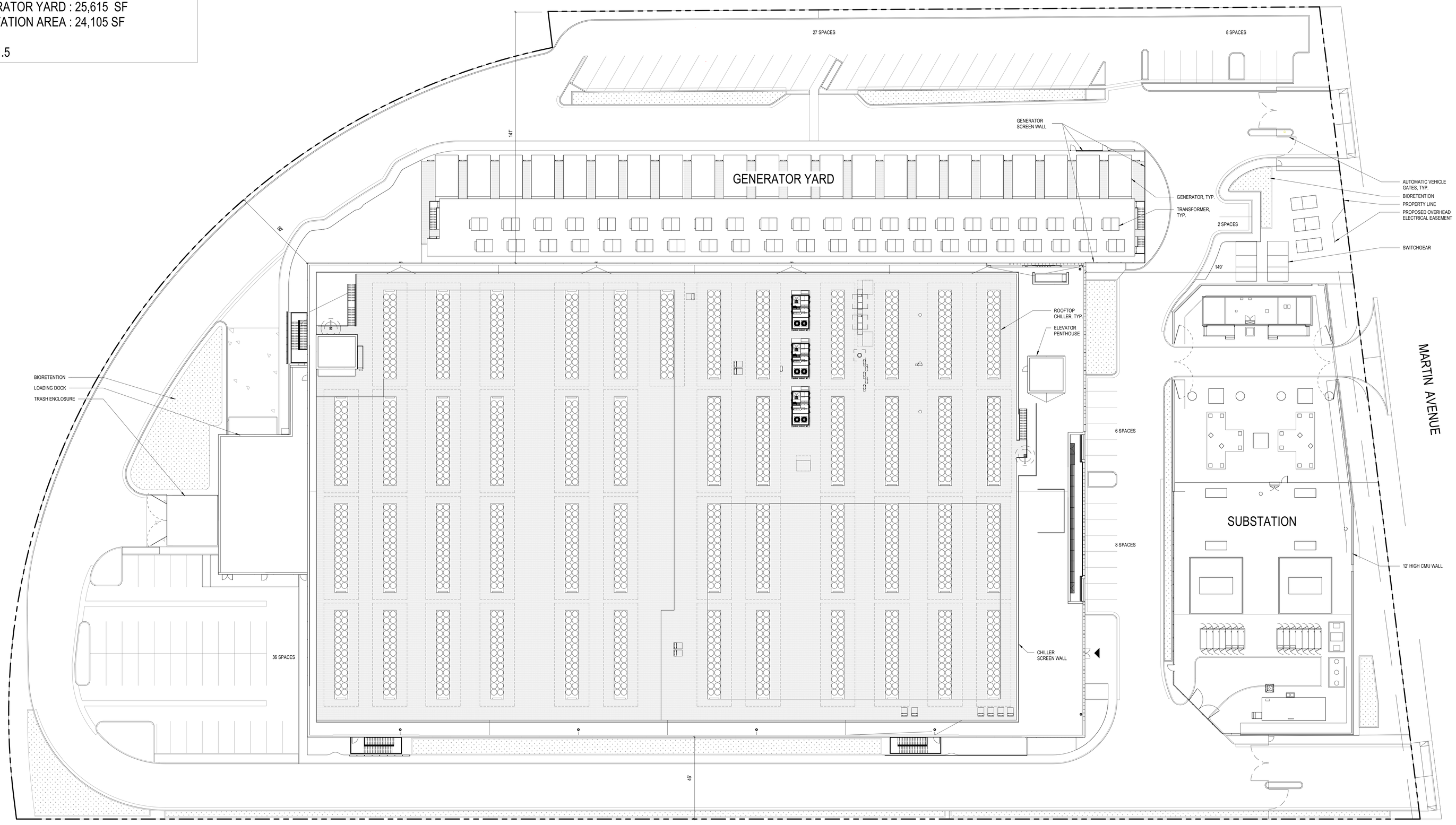


APPENDIX B: PROJECT SITE PLAN AND SECTION

651 MARTIN AVENUE

TOTAL SITE AREA : 312,237 SF
GROSS BUILDING AREA : 468,175 SF
GENERATOR YARD : 25,615 SF
SUBSTATION AREA : 24,105 SF

FAR : 1.5



1 ARCHITECTURAL SITE PLAN
3/64" = 1'-0"

GENERAL NOTES

OWNER

MARTIN AVENUE PROPERTIES

CONTRACTOR

DPR CONSTRUCTION
1450 Veterans Blvd.
Redwood City
CA 94063
650.474.1450

ARCHITECT

SHEEHAN NAGLE HARTRAY ARCHITECTS
130 East Randolph
Suite 3100
Chicago, IL 60601
312.633.2900

LANDSCAPE

REED ASSOCIATES
1345 Pauline Drive
Sunnyvale, CA 94087
408.481.9020

CIVIL

HMH
1570 Oakland Road
San Jose, CA 95131
408.487.2200

STRUCTURAL

PEOPLES ASSOCIATES
6111 Johnson Ct
Suite 100
Pleasanton, CA 94588
408.957.9220

MEP, FP, FA

SYSKA HENNESSY GROUP
A member company of SH Group, Inc.
425 California Street
Suite 400
San Francisco, CA
94104
415.288.9060

PROGRESS SET
NOT FOR CONSTRUCTION

No.	Description	Date

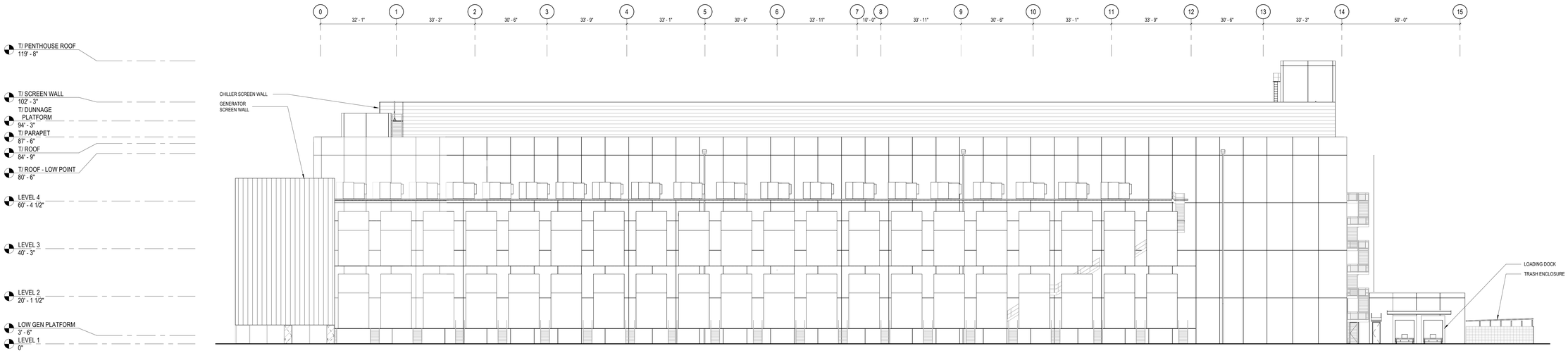
651 MARTIN AVENUE

651 MARTIN AVENUE
SANTA CLARA, CA
95050
APN: 224-04-071

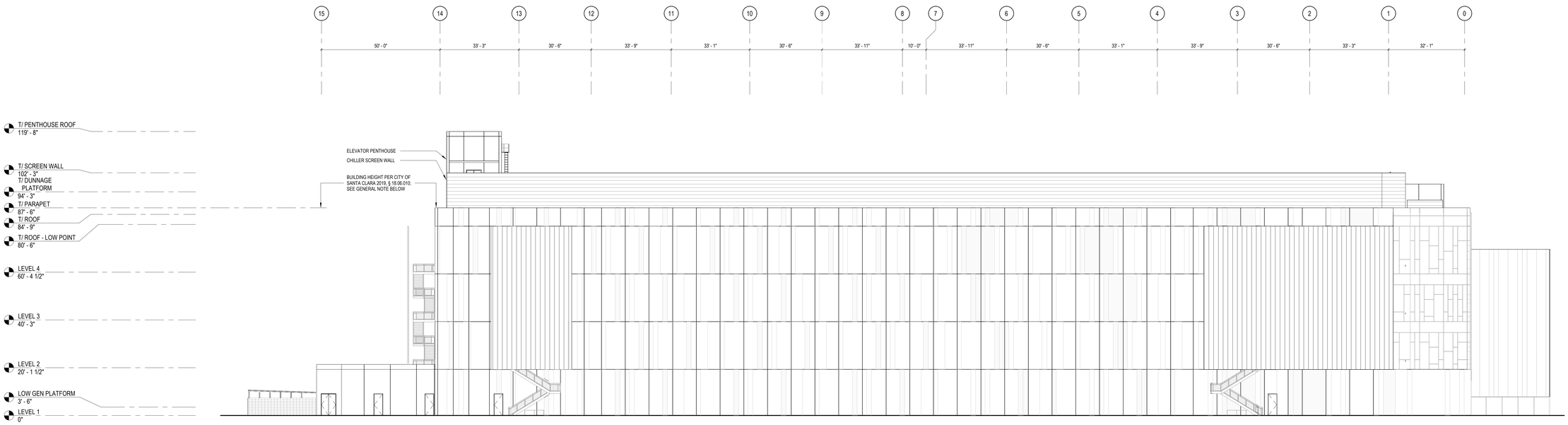
ARCHITECTURAL SITE PLAN

A0.0

SCALE: Scale as Noted



1 ELEVATION DIAGRAM - EAST
1/16" = 1'-0"



2 ELEVATION DIAGRAM - WEST
1/16" = 1'-0"

GENERAL NOTES

BUILDING HEIGHT EXCEEDANCE

MAXIMUM PERMITTED BUILDING HEIGHT IN THE ML ZONING DISTRICT IS 70 FEET (CITY OF SANTA CLARA 2019, § 18.48.070). AS STATED ABOVE, HEIGHT OF BUILDINGS IS DEFINED AS THE VERTICAL DISTANCE FROM THE ADJACENT GROUND ELEVATION "TO THE HIGHEST POINT OF THE COPING OF A FLAT ROOF…" (CITY OF SANTA CLARA 2019, § 18.06.010, SUBD. (H)(1)). THE DATA CENTER BUILDING WOULD HAVE A TYPICAL HEIGHT OF 87.5 FEET FROM ADJACENT GRADE TO THE TOP OF THE PARAPET.

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OWNER

MARTIN AVENUE PROPERTIES

CONTRACTOR

DPR CONSTRUCTION
1450 Veterans Blvd.
Redwood City
CA 94063
650.474.1450

ARCHITECT

SHEEHAN NAGLE HARTRAY ARCHITECTS
130 East Randolph
Suite 3100
Chicago, IL 60601
312.633.2900

LANDSCAPE

REED ASSOCIATES
1345 Pauline Drive
Sunnyvale, CA 94087
408.481.9020

CIVIL

HMH
1570 Oakland Road
San Jose, CA 95131
408.487.2200

STRUCTURAL

PEOPLES ASSOCIATES STRUCTURAL ENGINEERS
6111 Johnson Ct
Suite 100
Pleasanton, CA 94588
408.957.9220

MEP, FP, FA

SYSKA HENNESSY GROUP
A member company of SH Group, Inc.
425 California Street
Suite 400
San Francisco, CA
94104
415.288.9060

PROGRESS SET
NOT FOR CONSTRUCTION

No.	Description	Date

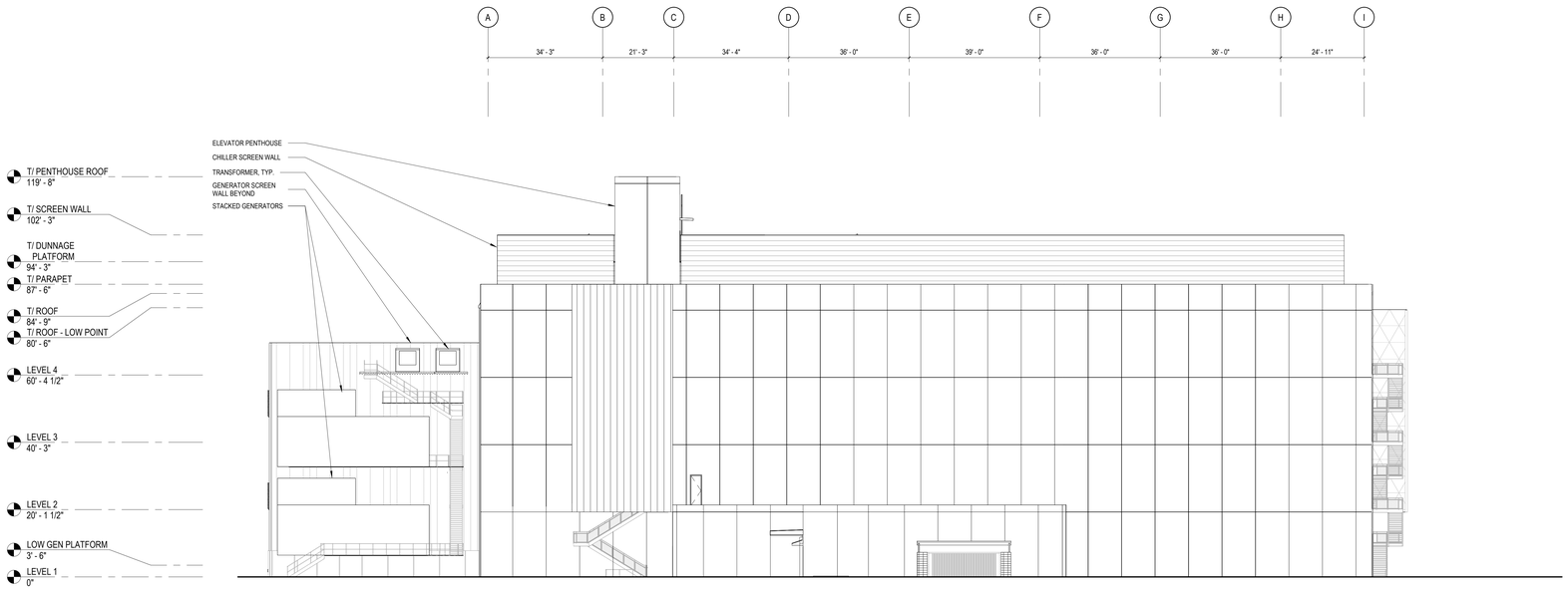
651 MARTIN AVENUE

651 MARTIN AVENUE
SANTA CLARA, CA
95050
APN: 224-04-071

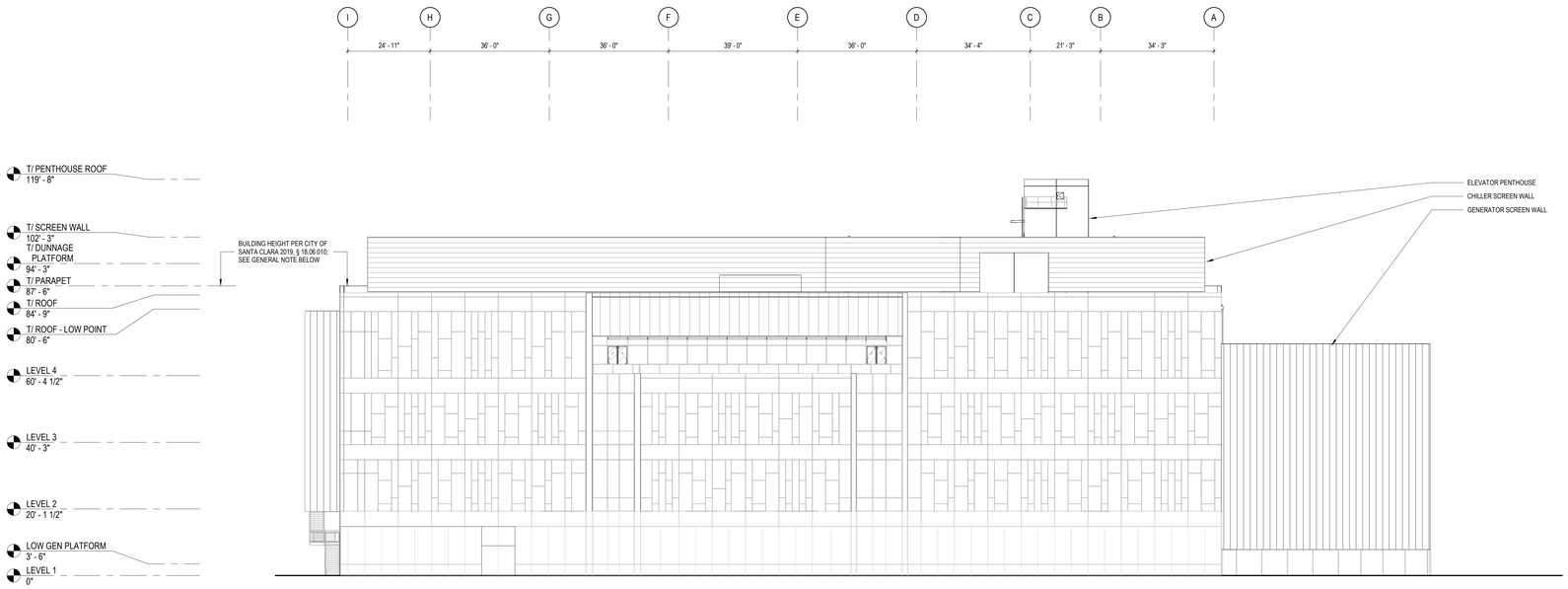
FULL BUILDING EXTERIOR ELEVATIONS

A3.0

SCALE: Scale as Noted



1 ELEVATION DIAGRAM - NORTH
1/16" = 1'-0"



2 ELEVATION DIAGRAM - SOUTH
1/16" = 1'-0"

GENERAL NOTES

BUILDING HEIGHT EXCEEDANCE

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OWNER
MARTIN AVENUE PROPERTIES

CONTRACTOR
DPR CONSTRUCTION
1450 Veterans Blvd.
Redwood City
CA 94063
650.474.1450

ARCHITECT
SHEEHAN NAGLE HARTRAY ARCHITECTS
130 East Randolph
Suite 3100
Chicago, IL 60601
312.633.2900

LANDSCAPE
REED ASSOCIATES
1345 Pauline Drive
Sunnyvale, CA 94087
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CIVIL
HMH
1570 Oakland Road
San Jose, CA 95131
408.487.2200

STRUCTURAL
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6111 Johnson Ct
Suite 100
Pleasanton, CA 94588
408.957.9220

MEP, FP, FA
SYSKA HENNESSY GROUP
A member company of SH Group, Inc.
425 California Street
Suite 400
San Francisco, CA
94104
415.288.9060

PROGRESS SET
NOT FOR CONSTRUCTION

No.	Description	Date

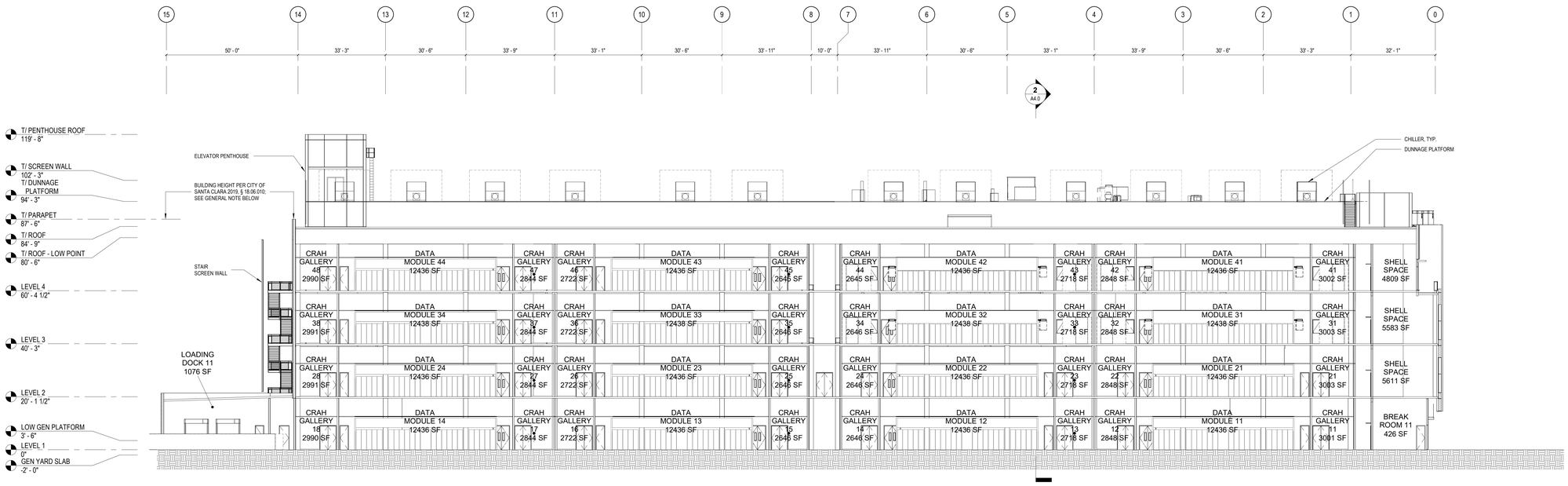
651 MARTIN AVENUE

651 MARTIN AVENUE
SANTA CLARA, CA
95050
APN: 224-04-071

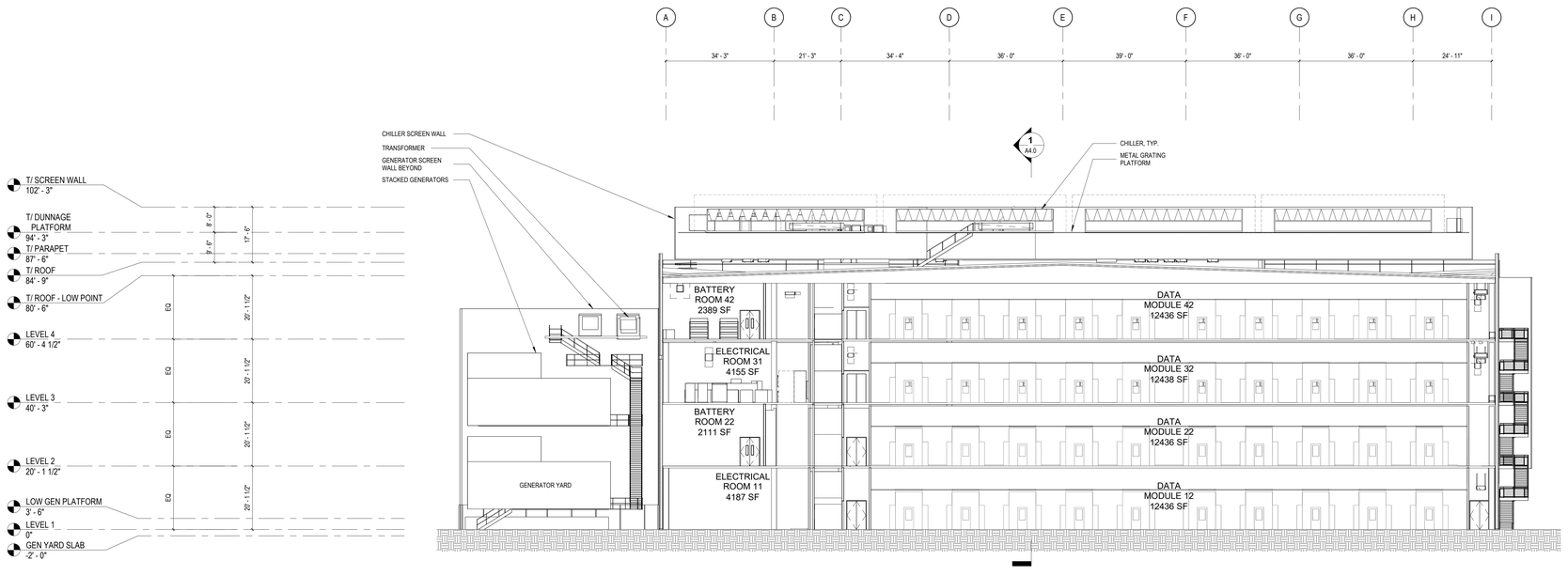
FULL BUILDING EXTERIOR ELEVATIONS

A3.1

SCALE: Scale as Noted



1 FULL BUILDING SECTION - N/S
1/16" = 1'-0"



2 FULL BUILDING SECTION E/W
1/16" = 1'-0"

GENERAL NOTES

BUILDING HEIGHT EXCEEDANCE

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OWNER

MARTIN AVENUE PROPERTIES

CONTRACTOR

DPR CONSTRUCTION
1450 Veterans Blvd.
Redwood City
CA 94063
650.474.1450

ARCHITECT

SHEEHAN NAGLE HARTRAY ARCHITECTS
130 East Randolph
Suite 3100
Chicago, IL 60601
312.633.2900

LANDSCAPE

REED SWICKLITZ
1345 Pauline Drive
Sunnyvale, CA 94087
408.481.9020

CIVIL

HMH
1570 Oakland Road
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PROGRESS SET
NOT FOR CONSTRUCTION

No.	Description	Date

651 MARTIN AVENUE

651 MARTIN AVENUE
SANTA CLARA, CA
95050
APN: 224-04-071

FULL BUILDING SECTIONS

A4.0

SCALE: Scale as Noted

APPENDIX C: PROVIDED CONSTRUCTION EQUIPMENT INFORMATION

Table 3
Construction Schedule
651 Martin Avenue
Santa Clara, CA

Construction Phase	Start[1]	End	Days[2]
Demolition	1/1/2024	1/29/2024	20
Site Preparation	1/30/2024	2/13/2024	10
Grading	2/14/2024	3/13/2024	20
Building Construction	3/14/2024	1/30/2025	230
Paving	1/31/2025	2/28/2025	20
Architectural Coating	3/1/2025	3/30/2025	20

Notes:

1. The construction schedule was estimated assuming that construction begins January 1, 2024 with an estimated operational year of 2025

2. The number of days of construction was determined using CalEEMod® default assumptions according to site acreage (and are consistent with the Vantage CA3 Project).

Abbreviations:

CalEEMod - California Emissions Estimator Model

References:

CAPCOA. 2022. CALifornia Emissions Estimator MODel. Available at: http://www.caleemod.com

Table 5
Construction Equipment List
651 Martin Avenue
Santa Clara, CA

Construction Subphase[1]	Equipment[1]	Construction Equipment Tier[2]	Number[1]	Daily Usage (hours/day)[1]	Horsepower[1]	Load Factor[1]
Demolition	Concrete/Industrial Saws	Tier 4 Final	1	8	33	0.73
	Excavators	Tier 4 Final	3	8	36	0.38
	Rubber Tired Dozers	Tier 4 Final	2	8	367	0.4
Site Preparation	Tractors/Loaders/Backhoes	Tier 4 Final	4	8	84	0.37
	Rubber Tired Dozers	Tier 4 Final	3	8	367	0.4
Grading	Excavators	Tier 4 Final	1	8	36	0.38
	Rubber Tired Dozers	Tier 4 Final	1	8	367	0.4
	Tractors/Loaders/Backhoes	Tier 4 Final	3	8	84	0.37
	Graders	Tier 4 Final	1	8	148	0.41
Building Construction	Cranes	Tier 4 Final	1	7	367	0.29
	Forklifts	Tier 4 Final	3	8	82	0.2
	Tractors/Loaders/Backhoes	Tier 4 Final	3	7	84	0.37
	Generator Sets	Tier 4 Final	1	8	14	0.74
	Welders	Tier 4 Final	1	8	46	0.45
Paving	Pavers	Tier 4 Final	2	8	81	0.42
	Rollers	Tier 4 Final	2	8	36	0.38
	Paving Equipment	Tier 4 Final	2	8	89	0.36
Architectural Coating	Air Compressors	Tier 4 Final	1	6	37	0.48

Notes:

1. The construction equipment assumptions, number of construction equipment and equipment are based on CalEEMod® v2022 Appendix D, based on the site acreage.
2. All off-road equipment for construction is assumed to be Tier 4 Final engines. All construction equipment is conservatively assumed to operate 100% of the subphase.

Abbreviations:

CalEEMod - California Emissions Estimator Model

References:

CAPCOA. 2022. California Emissions Estimator Model. Available at: http://www.caleemod.com.

Table 6
Construction Trips
651 Martin Avenue
Santa Clara, CA

Subphase	Offroad Equipment Count	One Way Trips[1]		
		Worker Trips (trips/day)	Vendor Trips (trips/day)	Hauling Trips[2] (trips/phase)
Demolition	6	15	0	44
Site Preparation	7	18	0	1050
Grading	6	15	0	0
Building Construction	9	185	74	0
Paving	6	15	0	0
Architectural Coating	1	37	0	0

Notes:

1. Trip rates for worker, vendor and demolition haul trips are based on CalEEMod® defaults.
2. The haul truck trip rate during site preparation was calculated using the assumed soil import quantity and a haul truck capacity of 11 cubic yards.

Abbreviations:

CalEEMod - California Emissions Estimator Model

References:

CAPCOA. 2022. California Emissions Estimator Model. Available at: http://www.caleemod.com.

APPENDIX D: ESTIMATED CONSTRUCTION EQUIPMENT NOISE LEVELS

651 Martin Data Center

Construction Noise Analysis

Distance to Receiver: 40 ft
Receiver Zoning: MH - Heavy Industrial
CEQA Significance Threshold: 90 dBA

Phase	Equipment	Count	Usage Factor	Reference Sound Level (dBA)	Sound Level at Receiver (dBA)	Total Sound Level (dBA)
Demolition	Concrete/Industrial Saws	1	20%	90	85	88
	Excavators	3	40%	81	83	
	Rubber Tired Dozers	2	40%	82	83	
Site Preparation	Tractors/Loaders/Backhoes	4	40%	84	88	90
	Rubber Tired Dozers	3	40%	82	84	
Grading	Excavators	1	40%	81	79	89
	Rubber Tired Dozers	1	40%	82	80	
	Tractors/Loaders/Backhoes	3	40%	84	87	
	Graders	1	40%	85	83	
Building Construction	Cranes	1	16%	81	75	90
	Forklifts	3	40%	83	86	
	Tractors/Loaders/Backhoes	3	40%	84	87	
	Generator Sets	1	50%	81	80	
	Welders	1	40%	74	72	
Paving	Pavers	2	50%	77	79	85
	Rollers	2	20%	80	78	
	Paving Equipment	2	50%	80	82	
Architectural Coating	Air Compressors	1	40%	78	76	76

651 Martin Data Center

Construction Noise Analysis

Distance to Receiver: 1400 ft
Receiver Zoning: ML - Light Industrial
CEQA Significance Threshold: 90 dBA

Phase	Equipment	Count	Usage Factor	Reference Sound Level (dBA)	Sound Level at Receiver (dBA)	Total Sound Level (dBA)
Demolition	Concrete/Industrial Saws	1	20%	90	54	58
	Excavators	3	40%	81	53	
	Rubber Tired Dozers	2	40%	82	52	
Site Preparation	Tractors/Loaders/Backhoes	4	40%	84	57	59
	Rubber Tired Dozers	3	40%	82	54	
Grading	Excavators	1	40%	81	48	58
	Rubber Tired Dozers	1	40%	82	49	
	Tractors/Loaders/Backhoes	3	40%	84	56	
	Graders	1	40%	85	52	
Building Construction	Cranes	1	16%	81	44	59
	Forklifts	3	40%	83	55	
	Tractors/Loaders/Backhoes	3	40%	84	56	
	Generator Sets	1	50%	81	49	
	Welders	1	40%	74	41	
Paving	Pavers	2	50%	77	48	54
	Rollers	2	20%	80	47	
	Paving Equipment	2	50%	80	51	
Architectural Coating	Air Compressors	1	40%	78	45	45

APPENDIX E: PROVIDED PROJECT TRAFFIC INFORMATION

Kimley»Horn

MEMORANDUM

To: Vantage Data Centers Management Company, LLC

From: Mike Mowery, P.E. and Elizabeth Chau, P.E.
Kimley-Horn and Associates, Inc.

Date: October 6, 2022

Subject: 651 Martin Avenue Transportation Operational Analysis

---

Vantage Data Centers Management Company, LLC (Vantage) is proposing to demolish an existing general light industrial and automobile care center uses and construct data center and general office building uses and a public park in Santa Clara, California (City). This memorandum summarizes the assumptions, methodology, and results of a transportation operation analysis conducted for the Project to identify any potential traffic operational implications.

Project Description

The Project is located at 651 Martin Avenue in Santa Clara, California. The project consists of redeveloping the existing 35,800 square feet of general light industrial and 41,400 square feet of automobile care center and construct a 467,200 square foot of data center with 25,615 square foot generation yard and 24,105 square foot substation area. A site plan, dated September 2022, for the Project is included as **Attachment A**.

Similar to other Vantage sites, the data center will be operational 24-hours, 7-days a week. **Table 1** summarizes the anticipated headcount of personnel and visitors that would be on-site throughout a typical day. It is anticipated that on an average day there will be 33-35 people at the building throughout the day, with 17-30 people in the building at the same time. It should be noted that some personnel will be shared with other Vantage sites within the area and may park at the other sites. In addition, flexible work schedules will be available for all staff assigned to the project.

Table 1: Anticipated Average Daily Headcount

Type	Daily Persons	Persons Per Shift
Operational	14	2-9[1]
Security	5	2-5[2]
Janitor	2	1-2
Tenant Personnel	10-12	10-12
Visitors	2	2
Total	**33-35**	**17-30**

[1] Operational staff work in three shifts: day (9 employees), swing (3 employees), and graveyard (2 employees)
[2] There are 2 security staff stationed at the building and 3 shift rovers that patrol the Project building and nearby Vantage sites.

Transportation Operational Analysis

Kimley-Horn conducted a Transportation Operational Analysis (TOA) which evaluated the Project's potential effect relating to transportation operations. The TOA evaluated the following:

- Trip Generation
- VMT Analysis
- Site Access and Circulation

It should be noted that as of July 1, 2020, the state of California has fully adopted a change in the California Environmental Quality Act (CEQA) significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743). To address this change, on June 23, 2020, the City of Santa Clara adopted Resolution No. 20-8861, which updated the City's Transportation Analysis Policy. This analysis is based on the City's updated transportation policy.

TRIP GENERATION

A trip generation analysis was conducted to determine the change in the number of trips the project will generate. The trip generation was determined based on average rates from the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*. The ITE *Trip Generation Manual, 11th Edition* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed projects. This manual provides trip rates based on land use. For the existing land uses, ITE Land Use 110: General Light Industrial for the light industrial use and ITE 942: Automobile Care Center for the automobile care center. It should be noted that *Trip Generation Manual, 11th Edition* does not provide daily rates for Automobile Care Center, therefore ten times the total PM hour volumes were assumed. This percentage was based on the hourly distribution for a similar land use ITE Land Use 943: Automobile Parts and Service Center.

For the proposed land uses ITE Land Use 160: Data Center for the data center building. It is anticipated that the generator yard or substation area will not generates any additional trips from the data center building. **Table 2** presents the trip generation for the project. The project is expected to generate net new -1,011 daily trips, -68 trips in the AM peak hour, and -110 trips in the PM peak hour.

LEVEL OF SERVICE ANALYSIS

A level of service analysis was not conducted due to the Project's trip generation. The Project will result in a net decrease in trips that would not result in an increase of delay for nearby intersections.

Table 2: Project Trip Generation

ITE Land Use Code	Land Use	Size	Daily Trips	AM Peak			PM Peak		
				Rate	In%	Out%	Rate	In%	Out%
110	General Light Industrial	1,000 Sq Ft	4.87	0.74	88%	12%	0.65	14%	86%
160	Data Center	1,000 Sq Ft	0.99	0.11	55%	45%	0.09	30%	70%
411	Public Park	Acre(s)	0.78	0.02	59%	41%	0.11	55%	45%
710	General Office Building	1,000 Sq Ft	10.84	1.52	88%	12%	1.44	17%	83%
942	Automobile Care Center	1,000 Sq Ft	*	2.25	66%	34%	3.11	48%	52%

Scenario	ITE Land Use Code	Land Use	Size	Units	Daily Trips[1]	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Existing	110	General Light Industrial	35.800	1,000 Sq Ft	174	26	23	3	23	3	20
	942	Automobile Care Center	41.400	1,000 Sq Ft	1,290	93	61	32	129	62	67
Total Existing Trips					**1,464**	**119**	**84**	**35**	**152**	**65**	**87**
Proposed	160	Data Center	467.200	1,000 Sq Ft	463	51	28	23	42	13	29
Total Proposed Trips					**463**	**51**	**28**	**23**	**42**	**13**	**29**
Total Net New Trips					**-1,001**	**-68**	**-56**	**-12**	**-110**	**-52**	**-58**

Source: ITE Trip Generation, 11th Edition

[1] ITE *Trip Generation, 11th Edition* does not provide daily rates for ITE Land Use 942 (Automobile Care Center), therefore ten times the total PM peak hour trips.

VMT ANALYSIS

VMT Screening

The City's Transportation Analysis Policy provides guidance on when a project may be exempt from performing VMT analysis if the project meets at least one screening criteria based on:

- Small Project
- Local Serving Retail Project
- Local Serving Public Project
- 100% Affordable Housing Project
- Transit Supportive Project

It should be noted that each land use of a mixed-use project is considered separately. Project information was evaluated to determine if the Project would be exempt from a VMT analysis and is summarized in **Table 3**. Based on current project information given for this analysis, a VMT analysis is required for the data center and office uses. Detailed evaluation for each criterion is discussed in the following sections.

Table 3: Project CEQA Screening

CEQA Land Use Screening Criteria	Project Exempt?
Small Project	No
Local Serving Retail Project	N/A
Local Serving Public Project	N/A
100% Affordable Housing Project	N/A
Transit Supportive Project	No

Small Project

Small projects are defined as projects that generate fewer than 110 average daily trips. For projects where there is a change use, the total project trips are considered without any credit for existing land use replacement. As shown in **Table 2**, both the proposed use exceeds the 110 daily trip threshold.

Local Serving Retail Project

Local Serving Retail Projects are defined as project that are of 50,000 square feet or less or retail land use. The project does not include any retail land uses; therefore, this criterion does not apply.

Local Serving Public Project

Local Serving Public Projects are projects such as fire stations, neighborhood parks, libraries, and community centers. The project does not include any of these uses; therefore, this criterion does not apply.

100% Affordable Housing

Project components which consist of 100 percent restricted affordable housing may be exempt. This criterion is not applicable to the Project since this project is not proposing any affordable housing.

Transit Supportive Project

Locations near major transit stops or high-quality transit corridors will have a less-than-significant impact on VMT and may be exempt. This screening may apply for the following project characteristics:

- The Project is located within ½-mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor
- For Office/R&D projects, a minimum Floor Area Ratio of 0.75
- For Residential projects, a minimum density of 35 units/acre
- Project promotes multimodal transportation networks
- Project includes transit-oriented design elements
- No excess parking: the project does not include more parking for use by residents, customers, or employees of the project than required by the City Code
- No loss of affordable dwelling units: the project does not replace affordable residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability

The Project site is not near any major transit stops or high-quality transit corridor and this criterion does not apply.

VTA VMT Evaluation Tool

The Santa Clara Valley Transportation Authority (VTA) in conjunction with Santa Clara County cities, developed the VTA VMT Evaluation Tool. This tool allows city staff, consultants, and developments to measure VMT for land use projects within Santa Clara County. **Table 4** shows that the target VMT for the Project is 15 percent below the county average. The construction of the project alone would not reduce VMT for the parcel to below the target threshold. Therefore, consistent with the data center use of the project, the evaluation incorporates an alternative work schedule for employees reflecting a 4-40 work schedule (40 hours in 4 days). With the implementation of the 4-40 work schedule the project VMT is anticipated to be below the target threshold. The VTA VMT Evaluation outputs are included in **Attachment B**.

Table 4: VTA VMT Estimation

	VMT per Worker
County Average VMT	16.64
Target 15% Below County Average	14.14
Existing Parcel Without Project	15.82
Estimated VMT With Project	15.60
Estimated VMT with Project and 4-40 Work Schedule	13.26

SITE ACCESS AND CIRCULATION

Kimley-Horn qualitatively reviewed the site plan (**Attachment A**) for on-site vehicular access, circulation, and parking for overall safety access and parking considerations.

Site Access

Vehicles may access the site from either the western or eastern driveways. For pedestrian traffic, the site is accessible via the sidewalk along Martin Avenue and within the site. Bicyclists may access the site through Class III bicycle route along De la Cruz Boulevard and planned bicycle lanes along Lafayette Street and De la Cruz Boulevard. There are no existing or planned bicycle facilities along Martin Avenue. There is currently no transit service located within 0.25 mile for the site. The nearest bus route is Route 59 which runs along Scott Boulevard, with a bus stop approximately 0.8 miles away from the project. Transit riders may use the sidewalks along Martin Avenue to access the site.

Overall, the review of the site plan found no deficiencies related to site access. In addition, the Project does not conflict with any pedestrian, bicycle, or transit plans.

Site Circulation

Truck turning movement evaluations were conducted for each of the driveways. The evaluation determined if a CA Legal semi-truck could enter or exit from either driveway even if the proposed site access does not allow for that movement. A truck may need to make these maneuvers in case of emergency.

Attachment C illustrates turning movements for a truck entering at either driveway. Trucks can enter the eastern driveway but may need to crossover the center line to enter the site and may conflict with proposed curbs. For the western driveway, trucks can enter the driveway but may need to encroach on the adjacent lanes to enter the site and may conflict with proposed curbs. It is recommended that driveway radius be modified or that truck traffic be scheduled to occur during off-peak hours to minimize conflicts.

Attachment D illustrates turning movements for a truck existing the site from either driveway. Trucks can exit from both driveways, but trucks may cross the centerline when a making a right out of either driveway. In addition, there may be some conflict with the median at the eastern driveway. To minimize conflicts, it is recommended to modify curbs driveway or schedule truck traffic to occur during off-peak hours.

Parking

Table 5 summarizes the parking requirements for the Project. Santa Clara City Code 18.74.0.0. For data centers requires one parking space per four thousand (4,000) square feet of gross floor area; however, the Client is requesting a parking exception of one parking space per five thousand (5,000) square feet of gross floor area. The Project consist of 467,200 square feet of data center which equates to 93 required parking spaces. The site plan proposes a total of 92 parking spaces, which is 1 space deficient from the City's requirements.

Table 5: Parking Requirements

Land Use	Size	Santa Clara Municipal Code Requirements		
		Land Use Description	Requirement	Parking Spaces Required
Data Center	467,200 SF	Data Center	1 space for each 5,000 square feet of gross floor area	93
Proposed Parking Spaces				92
Parking Surplus (+) / Deficient (-)				-1

Providing the 92 spaces would result in excess parking spaces, due to the anticipated parking demand. As previously discussed, Vantage anticipates 17 to 30 people on-site during the same period, where some personnel may park their vehicles at other Vantage sites within the area. The highest number of total daily employees is 35 persons, which is less than the proposed 93 spaces. Therefore, the proposed 92 spaces can accommodate the anticipated parking demand.

Conclusion

A transportation operational analysis (TOA) was conducted to determine the Project's potential effect relating to transportation operation. The TOA included a trip generation analysis, VMT analysis, and site access and circulation evaluation. The trip generation calculations resulted in the Project generating net new -1,001 daily trips, -68 trips in the AM peak hour, and -110 trips in the PM peak hour. It is anticipated that the Project would not increase the delay at any surrounding intersections due to decreasing trips. A VMT analysis using the VTA VMT online tool determined that the project would be below the target count threshold with the TDM measure of a 4-40 work schedule. Site access and circulation evaluation found that there are potential conflicts for trucks entering and existing the site. It is recommended that the curb radius at the driveways be modified or that truck traffic be scheduled to occur during off-peak periods. Parking evaluation would that the proposed parking (92 spaces) is less than City's requirements (272 spaces). However, providing 272 spaces would result in excess parking since the estimated parking demand ranges from 17 to 30 vehicles and can be accommodated by the proposed 92 parking spaces.

Attachment A – Site Plan
Attachment B – VTA VMT Evaluation Outputs
Attachment C – Inbound Truck Turning Movements
Attachment D – Outbound Truck Turning Movements

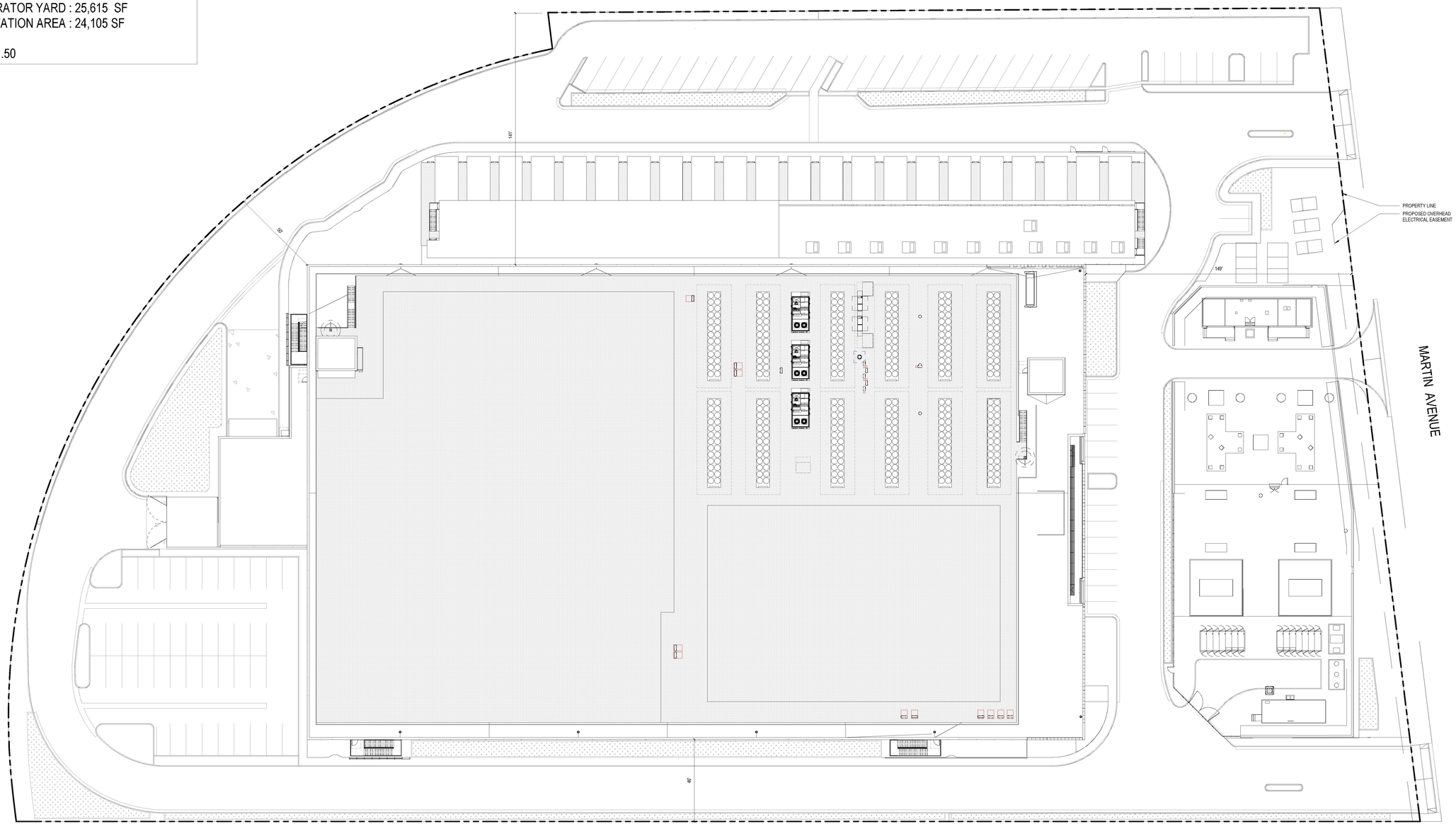
Kimley»Horn

Attachment A – Site Plan

651 MARTIN AVENUE

TOTAL SITE AREA : 312,237 SF
GROSS BUILDING AREA : 467,200 SF
GENERATOR YARD : 25,615 SF
SUBSTATION AREA : 24,105 SF

FAR : 1.50



1 ARCHITECTURAL SITE PLAN
3/64" = 1'-0"

OWNER

MARTIN AVENUE PROPERTIES

CONTRACTOR

DPR CONSTRUCTION
1450 Veterans Blvd.
Redwood City
CA 94063
650.474.1450

ARCHITECT

SHEEHAN NAGLE HARTRAY ARCHITECTS
130 East Randolph
Suite 3100
Chicago, IL 60601
312.633.2900

LANDSCAPE

REED ASSOCIATES
1345 Pauline Drive
Sunnyvale, CA 94087
408.481.9020

CIVIL

HMH
1570 Oakland Road
San Jose, CA 95131
408.487.2200

STRUCTURAL

PEOPLES ASSOCIATES
6111 Johnson Ct
Suite 100
Pleasanton, CA 94588
408.957.9220

MEP, FP, FA, TCOM

SYSKA HENNESSY GROUP
A member firm of WH Group, Inc.
444 S. Flower Street
Suite 2000
Los Angeles, CA 90071
310.312.0200

PROGRESS SET
NOT FOR CONSTRUCTION

No.	Description	Date

651 MARTIN AVENUE

651 MARTIN AVENUE
SANTA CLARA, CA
95050
APN: 224-04-071

ARCHITECTURAL SITE PLAN

A0.0

SCALE: Scale as Noted

Attachment B – VTA VMT Evaluation Outputs

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

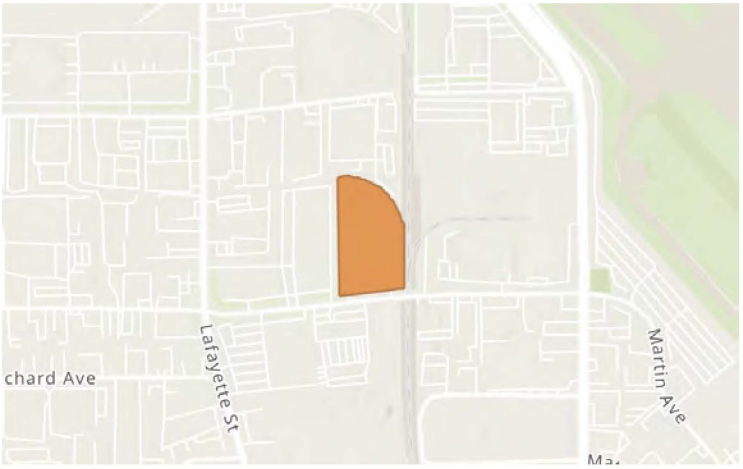
Timestamp of Analysis	October 06, 2022, 12:24:33 PM
Project Name	651 Martin Avenue
Project Description	Replace existing industrial uses with data center

Project Location Map

Jurisdiction:

Santa Clara

APN	TAZ
22404071	1229



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2015

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	
Total DUs:	0

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	
Industrial KSF:	467

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:	92
Bicycle Parking:	60

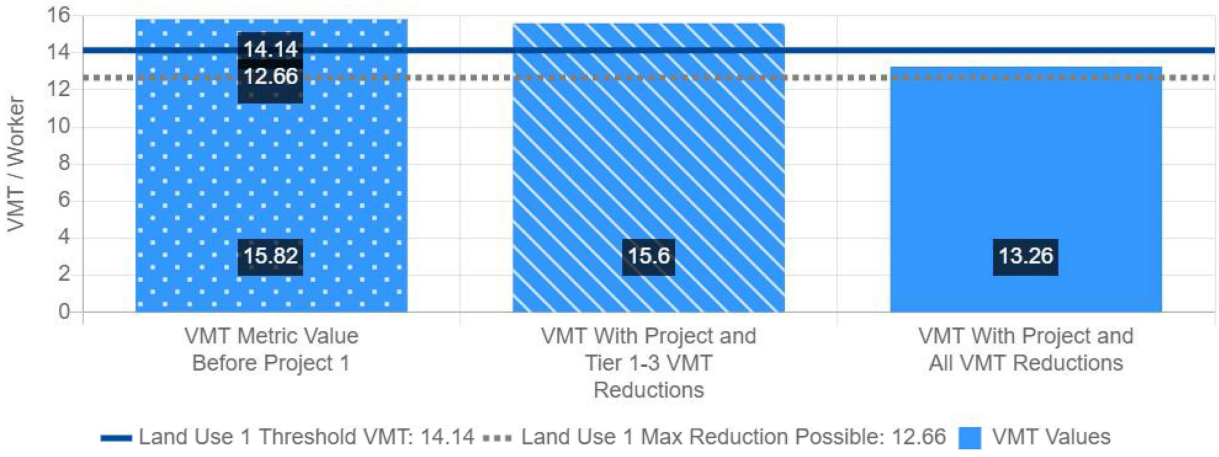
Proximity to Transit Screening

Inside a transit priority area?	No (Fail)

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Metric 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	16.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.14
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	15.82	15.6	13.26
Low VMT Screening Analysis	No (Fail)	No (Fail)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	7.62
With Project Residential Density:	7.62

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.66
With Project Residential Diversity Index:	0.63

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	17.73
With Project Employment Density:	19.19

Tier 3 Parking

PK01 Limit Parking Supply

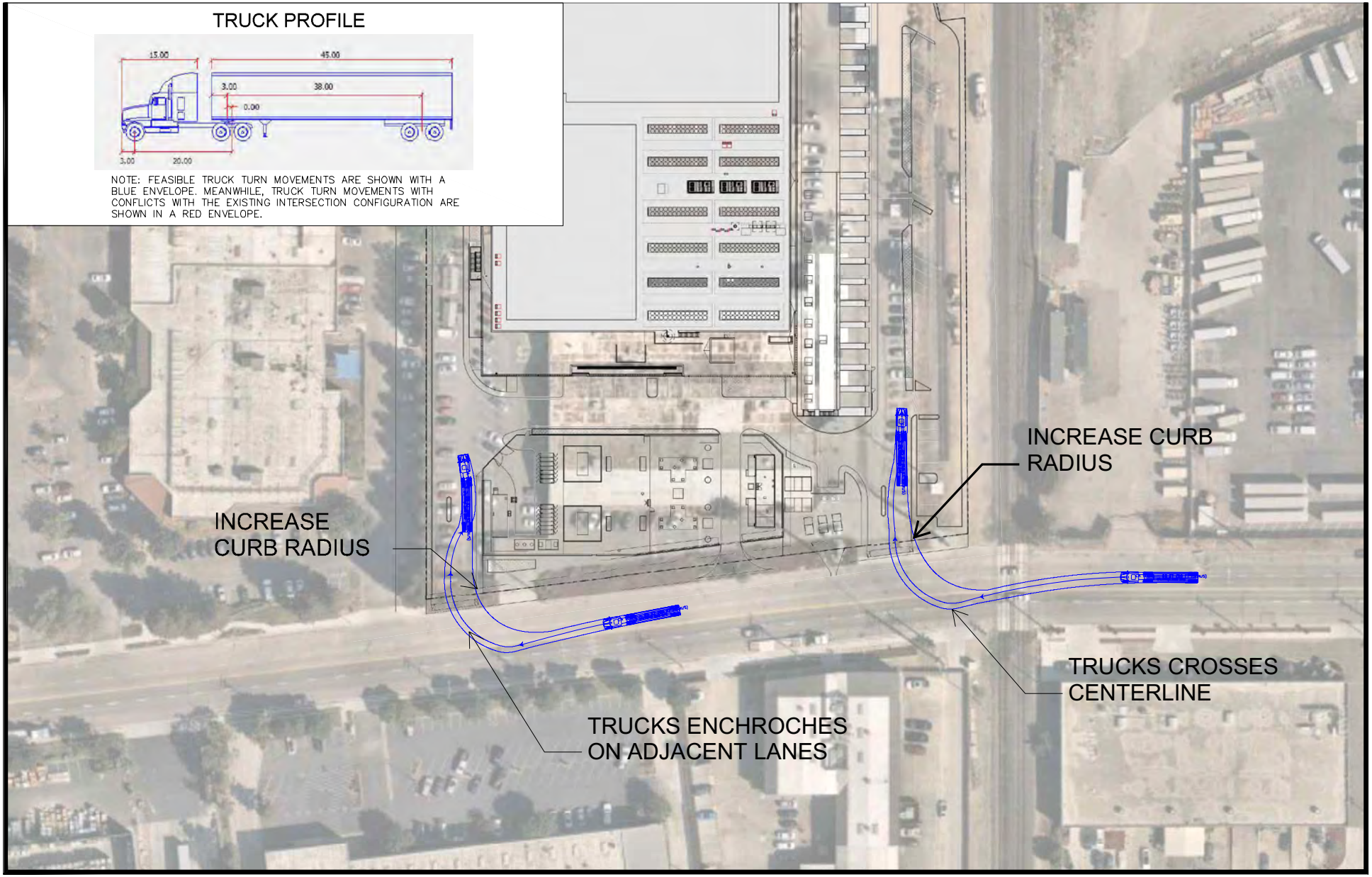
PK02 Provide Bike Facilities

Bicycle Parking:	60
Project End-of-trip Bike Facilities:	Yes

Tier 4 TDM Programs

TP08 Telecommuting and Alternative Work Schedules

Telecommuting and Alternative Work Schedule Type:	4/40 schedule
Alternative Work Schedule Percent Participants:	100 %



Kimley»Horn

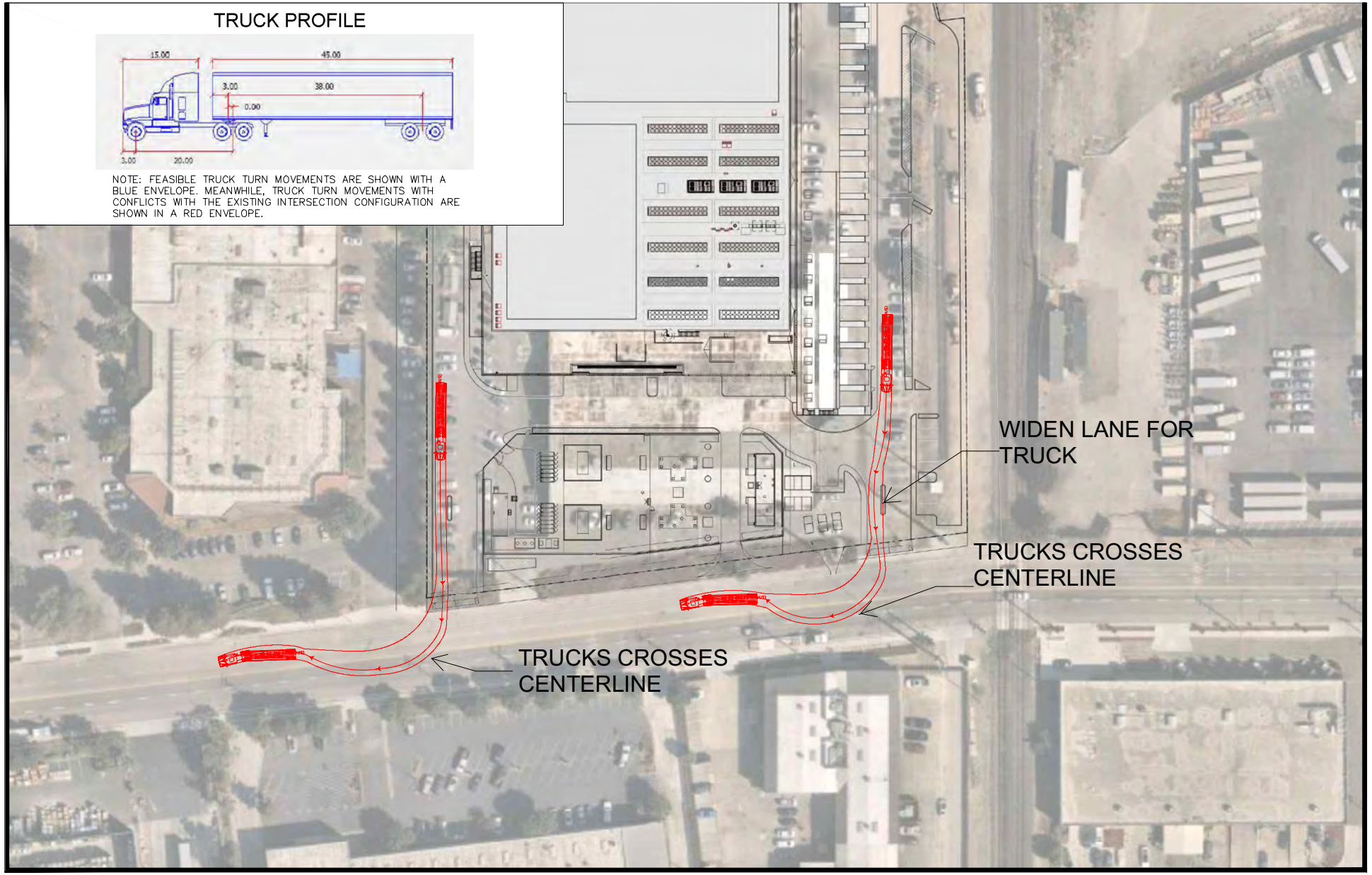
N

NOT TO SCALE

ATTACHMENT C
INBOUND TRUCK TURNING MOVEMENTS

197021003 October 2022

VANTAGE DATA CENTER-651 MARTIN AVENUE



Kimley»Horn

N

NOT TO SCALE

ATTACHMENT D
OUTBOUND TRUCK TURNING MOVEMENTS

197021003 October 2022

VANTAGE DATA CENTER-651 MARTIN AVENUE

APPENDIX F: PROVIDED CHILLER SOUND DATA

Y O R K
A JOHNSON CONTROLS COMPANY
MILLENNIUM AIR COOLED SCREW CHILLER RATING

DXCHILLF
Aug 30, 2022
REV.v9_07.idd
Issued: 27 Jul 22
Release: v9_07

EXCLUSIVELY FOR: XX
JOB NAME: YVFA0459+6XL WITH EBM FANS
FACTORY: MTY

MODEL YVFA0459 VOLTAGE 460-3-60.0 REFRIGERANT R513A
UNIT
TONS 510.0 TOTAL KW = COMPRESSOR 521.6 + FANS 64.80 = 586.3 EER 10.44

FREE COOLING LOOP: OPEN LOOP

EVAPORATOR-TYPE LIQUID: WATER

GPM 876.4 FOULING FACTOR 0.0001000 HR*FT^2*F/BTU

TEMP ENTERING 76.00 F, LEAVING 62.00 F, EVAP PRESSURE DROP 9.58 FT H2O
FLOW PER ETON 1.7 TOTAL PRESSURE DROP 25.0 FT H2O

TUBES: COPPER

EVAPORATOR TEMP SYSTEM 1 58.5 F
SYSTEM 2 57.9 F

METERING DEVICE: D ECONOMIZER OPTION: A

CONDENSER: DESIGN AIR TEMPERATURE 104.7 F, ALTITUDE 0. FT

FANS IN OPERATION 26 TOTAL CFM 367378.

CONDENSER TEMP SYSTEM 1 129.9 F
SYSTEM 2 134.0 F

PART LOAD RATING

%FULL LOAD	TONS	COMPR KW	TOTAL KW	EEWT F	ELWT F	EFR GPM	AMB F	UNIT EER	OPERATING MODE
100.0	510.0	521.6	586.3	76.00	62.00	876.4	104.7	10.44	MECH_ONLY
90.0	459.0	386.0	437.8	74.59	62.00	876.4	97.3	12.58	MECH_ONLY
80.0	408.0	283.1	322.2	73.19	62.00	876.4	89.9	15.19	MECH_ONLY
70.0	357.0	199.6	229.6	71.79	62.00	876.4	82.4	18.65	MECH_ONLY
60.0	306.0	135.8	158.0	70.39	62.00	876.4	75.0	23.24	MECH_ONLY
50.0	255.0	91.66	108.2	68.99	62.00	876.4	67.6	28.28	MECH_ONLY
40.0	204.0	59.42	70.93	65.61	62.00	876.4	60.2	34.51	HYBRID
30.0	153.0	30.98	26.61	63.32	62.00	876.4	55.0	68.98	HYB_CYCLE
20.0	102.0	0.0000	14.60	62.00	62.00	876.4	55.0	83.84	FREE_ONLY
10.0	51.00	0.0000	4.407	62.00	62.00	876.4	55.0	138.9	FREE_ONLY

Certified in accordance with the AHRI Air-Cooled Water-Chilling Packages Using Vapor Compression Cycle Certification Program, which is based on AHRI Standard 550/590 (I-P) and AHRI Standard 551/591 (SI). Certified units may be found in the AHRI Directory at www.ahridirectory.org.

Auxiliary components included in total KW - Oil heaters, Chiller controls. Auxiliary power is already included in the compressor and fan power

SOUND POWER LEVEL IN dB REFERENCE: 1 PICOWATT

PCT LOAD	OCTAVE BAND CENTER FREQUENCY, HZ 63	125	250	500	1000	2000	4000	8000	A-WEIGHTED (LwA)
100.0	105	98	100	100	101	95	91	88	104
90.0	103	97	99	99	98	88	88	84	101
80.0	101	95	97	98	100	88	87	84	102
70.0	99	93	95	98	97	87	86	84	100
60.0	97	90	94	94	92	84	84	83	96
50.0	94	88	90	95	89	81	82	83	95
40.0	92	86	88	95	87	77	80	82	94
30.0	96	89	91	89	86	78	78	77	91
20.0	94	87	89	85	81	76	71	69	87
10.0	81	74	76	72	68	63	58	56	74

Equipped with High Ambient EBM Fan.

Sound ratings reflect the average sound power levels that would be expected if a random sample of production chillers were tested in accordance with AHRI Standard 370. Such a random sample would have the following uncertainty:

Octave Band	63	125	250	500	1000	2000	4000	8000	dBA
Std. Deviation(+/-)	6 dB	4 dB	4 dB	4 dB	4 dB	4 dB	4 dB	4 dB	3 dB

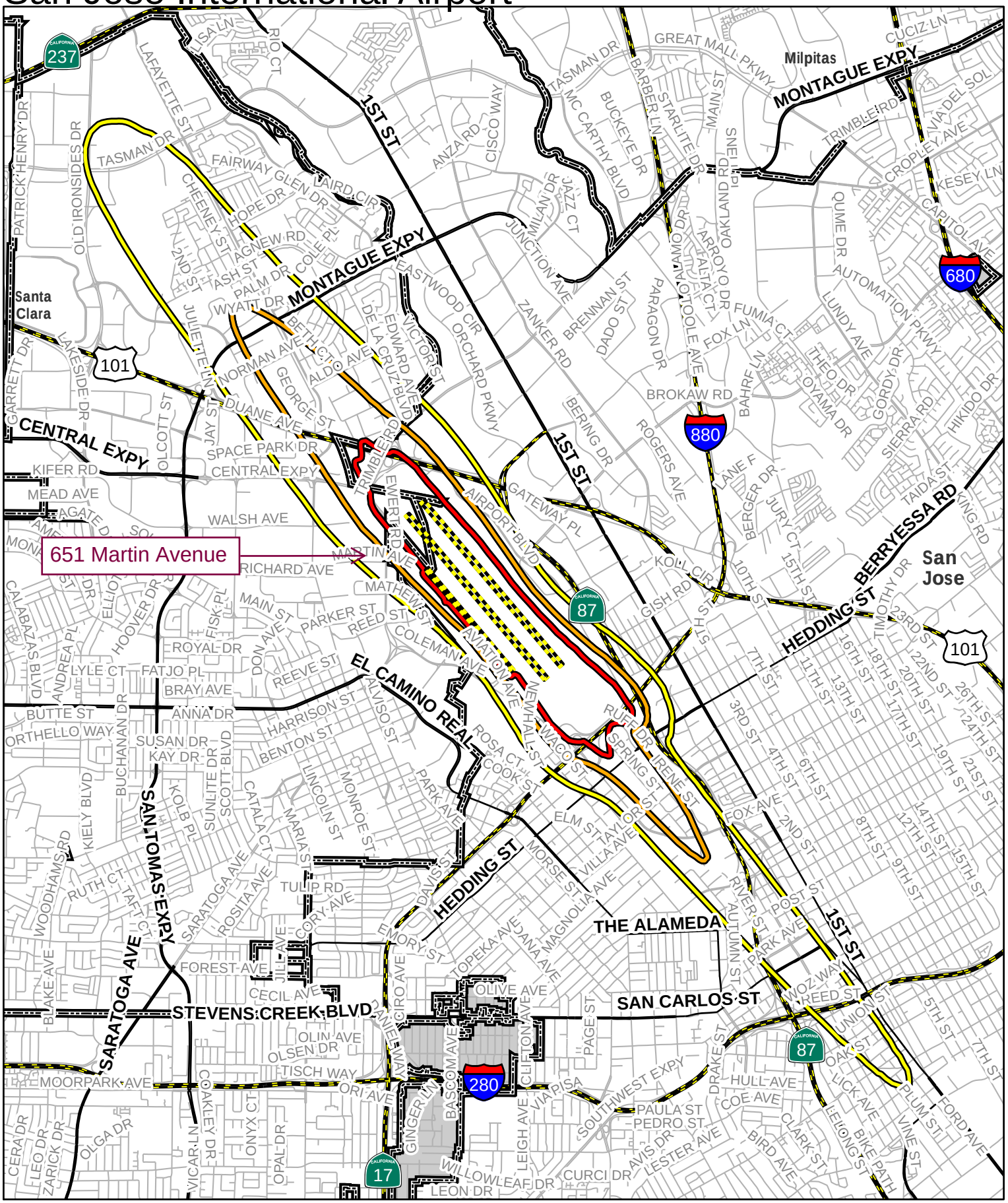
Uncertainty in the sound power levels are due to measurement method uncertainties (ISO 3741:1999) and manufacturing variation permitted by production quality control.

YVFA0459 PARALLEL-PIPED SOUND PRESSURE LEVEL IN dB AT 3.05 FEET

PCT LOAD	OCTAVE BAND CENTER FREQUENCY, HZ 63	125	250	500	1000	2000	4000	8000	dBA
100.0	82	75	77	77	78	71	68	65	81
90.0	80	74	76	76	75	65	65	61	78
80.0	78	71	74	75	77	65	64	61	79
70.0	76	70	72	74	74	64	63	61	77
60.0	74	67	71	71	68	61	61	60	73
50.0	71	65	67	72	66	58	59	60	72
40.0	69	63	65	72	64	54	57	59	71
30.0	73	66	68	66	63	55	55	54	68
20.0	71	64	66	62	58	53	48	46	64
10.0	58	51	53	49	45	40	35	33	51

APPENDIX G: 2022 SJC AIRPORT NOISE CONTOURS

San Jose International Airport



2022 Aircraft Noise Contours

Figure 5

CNEL (dB)

Runway
65
70
75
City Limits
Unincorporated_Areas

0 2,000 4,000 8,000 Feet

N

APPENDIX G

Transportation Technical Memorandum

Kimley»Horn

MEMORANDUM

To: Vantage Data Centers Management Company, LLC

From: Mike Mowery, P.E. and Elizabeth Chau, P.E.
Kimley-Horn and Associates, Inc.

Date: October 6, 2022

Subject: 651 Martin Avenue Transportation Operational Analysis

---

Vantage Data Centers Management Company, LLC (Vantage) is proposing to demolish an existing general light industrial and automobile care center uses and construct data center and general office building uses and a public park in Santa Clara, California (City). This memorandum summarizes the assumptions, methodology, and results of a transportation operation analysis conducted for the Project to identify any potential traffic operational implications.

Project Description

The Project is located at 651 Martin Avenue in Santa Clara, California. The project consists of redeveloping the existing 35,800 square feet of general light industrial and 41,400 square feet of automobile care center and construct a 467,200 square foot of data center with 25,615 square foot generation yard and 24,105 square foot substation area. A site plan, dated September 2022, for the Project is included as **Attachment A**.

Similar to other Vantage sites, the data center will be operational 24-hours, 7-days a week. **Table 1** summarizes the anticipated headcount of personnel and visitors that would be on-site throughout a typical day. It is anticipated that on an average day there will be 33-35 people at the building throughout the day, with 17-30 people in the building at the same time. It should be noted that some personnel will be shared with other Vantage sites within the area and may park at the other sites. In addition, flexible work schedules will be available for all staff assigned to the project.

Table 1: Anticipated Average Daily Headcount

Type	Daily Persons	Persons Per Shift
Operational	14	2-9[1]
Security	5	2-5[2]
Janitor	2	1-2
Tenant Personnel	10-12	10-12
Visitors	2	2
Total	**33-35**	**17-30**

[1] Operational staff work in three shifts: day (9 employees), swing (3 employees), and graveyard (2 employees)
[2] There are 2 security staff stationed at the building and 3 shift rovers that patrol the Project building and nearby Vantage sites.

Transportation Operational Analysis

Kimley-Horn conducted a Transportation Operational Analysis (TOA) which evaluated the Project's potential effect relating to transportation operations. The TOA evaluated the following:

- Trip Generation
- VMT Analysis
- Site Access and Circulation

It should be noted that as of July 1, 2020, the state of California has fully adopted a change in the California Environmental Quality Act (CEQA) significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743). To address this change, on June 23, 2020, the City of Santa Clara adopted Resolution No. 20-8861, which updated the City's Transportation Analysis Policy. This analysis is based on the City's updated transportation policy.

TRIP GENERATION

A trip generation analysis was conducted to determine the change in the number of trips the project will generate. The trip generation was determined based on average rates from the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*. The ITE *Trip Generation Manual, 11th Edition* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed projects. This manual provides trip rates based on land use. For the existing land uses, ITE Land Use 110: General Light Industrial for the light industrial use and ITE 942: Automobile Care Center for the automobile care center. It should be noted that *Trip Generation Manual, 11th Edition* does not provide daily rates for Automobile Care Center, therefore ten times the total PM hour volumes were assumed. This percentage was based on the hourly distribution for a similar land use ITE Land Use 943: Automobile Parts and Service Center.

For the proposed land uses ITE Land Use 160: Data Center for the data center building. It is anticipated that the generator yard or substation area will not generates any additional trips from the data center building. **Table 2** presents the trip generation for the project. The project is expected to generate net new -1,011 daily trips, -68 trips in the AM peak hour, and -110 trips in the PM peak hour.

LEVEL OF SERVICE ANALYSIS

A level of service analysis was not conducted due to the Project's trip generation. The Project will result in a net decrease in trips that would not result in an increase of delay for nearby intersections.

Table 2: Project Trip Generation

ITE Land Use Code	Land Use	Size	Daily Trips	AM Peak			PM Peak		
				Rate	In%	Out%	Rate	In%	Out%
110	General Light Industrial	1,000 Sq Ft	4.87	0.74	88%	12%	0.65	14%	86%
160	Data Center	1,000 Sq Ft	0.99	0.11	55%	45%	0.09	30%	70%
411	Public Park	Acre(s)	0.78	0.02	59%	41%	0.11	55%	45%
710	General Office Building	1,000 Sq Ft	10.84	1.52	88%	12%	1.44	17%	83%
942	Automobile Care Center	1,000 Sq Ft	*	2.25	66%	34%	3.11	48%	52%

Scenario	ITE Land Use Code	Land Use	Size	Units	Daily Trips[1]	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Existing	110	General Light Industrial	35.800	1,000 Sq Ft	174	26	23	3	23	3	20
	942	Automobile Care Center	41.400	1,000 Sq Ft	1,290	93	61	32	129	62	67
Total Existing Trips					**1,464**	**119**	**84**	**35**	**152**	**65**	**87**
Proposed	160	Data Center	467.200	1,000 Sq Ft	463	51	28	23	42	13	29
Total Proposed Trips					**463**	**51**	**28**	**23**	**42**	**13**	**29**
Total Net New Trips					**-1,001**	**-68**	**-56**	**-12**	**-110**	**-52**	**-58**

Source: ITE Trip Generation, 11th Edition

[1] ITE *Trip Generation, 11th Edition* does not provide daily rates for ITE Land Use 942 (Automobile Care Center), therefore ten times the total PM peak hour trips.

VMT ANALYSIS

VMT Screening

The City's Transportation Analysis Policy provides guidance on when a project may be exempt from performing VMT analysis if the project meets at least one screening criteria based on:

- Small Project
- Local Serving Retail Project
- Local Serving Public Project
- 100% Affordable Housing Project
- Transit Supportive Project

It should be noted that each land use of a mixed-use project is considered separately. Project information was evaluated to determine if the Project would be exempt from a VMT analysis and is summarized in **Table 3**. Based on current project information given for this analysis, a VMT analysis is required for the data center and office uses. Detailed evaluation for each criterion is discussed in the following sections.

Table 3: Project CEQA Screening

CEQA Land Use Screening Criteria	Project Exempt?
Small Project	No
Local Serving Retail Project	N/A
Local Serving Public Project	N/A
100% Affordable Housing Project	N/A
Transit Supportive Project	No

Small Project

Small projects are defined as projects that generate fewer than 110 average daily trips. For projects where there is a change use, the total project trips are considered without any credit for existing land use replacement. As shown in **Table 2**, both the proposed use exceeds the 110 daily trip threshold.

Local Serving Retail Project

Local Serving Retail Projects are defined as project that are of 50,000 square feet or less or retail land use. The project does not include any retail land uses; therefore, this criterion does not apply.

Local Serving Public Project

Local Serving Public Projects are projects such as fire stations, neighborhood parks, libraries, and community centers. The project does not include any of these uses; therefore, this criterion does not apply.

100% Affordable Housing

Project components which consist of 100 percent restricted affordable housing may be exempt. This criterion is not applicable to the Project since this project is not proposing any affordable housing.

Transit Supportive Project

Locations near major transit stops or high-quality transit corridors will have a less-than-significant impact on VMT and may be exempt. This screening may apply for the following project characteristics:

- The Project is located within ½-mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor
- For Office/R&D projects, a minimum Floor Area Ratio of 0.75
- For Residential projects, a minimum density of 35 units/acre
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The Project site is not near any major transit stops or high-quality transit corridor and this criterion does not apply.

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Site Access

Vehicles may access the site from either the western or eastern driveways. For pedestrian traffic, the site is accessible via the sidewalk along Martin Avenue and within the site. Bicyclists may access the site through Class III bicycle route along De la Cruz Boulevard and planned bicycle lanes along Lafayette Street and De la Cruz Boulevard. There are no existing or planned bicycle facilities along Martin Avenue. There is currently no transit service located within 0.25 mile for the site. The nearest bus route is Route 59 which runs along Scott Boulevard, with a bus stop approximately 0.8 miles away from the project. Transit riders may use the sidewalks along Martin Avenue to access the site.

Overall, the review of the site plan found no deficiencies related to site access. In addition, the Project does not conflict with any pedestrian, bicycle, or transit plans.

Site Circulation

Truck turning movement evaluations were conducted for each of the driveways. The evaluation determined if a CA Legal semi-truck could enter or exit from either driveway even if the proposed site access does not allow for that movement. A truck may need to make these maneuvers in case of emergency.

Attachment C illustrates turning movements for a truck entering at either driveway. Trucks can enter the eastern driveway but may need to crossover the center line to enter the site and may conflict with proposed curbs. For the western driveway, trucks can enter the driveway but may need to encroach on the adjacent lanes to enter the site and may conflict with proposed curbs. It is recommended that driveway radius be modified or that truck traffic be scheduled to occur during off-peak hours to minimize conflicts.

Attachment D illustrates turning movements for a truck existing the site from either driveway. Trucks can exit from both driveways, but trucks may cross the centerline when a making a right out of either driveway. In addition, there may be some conflict with the median at the eastern driveway. To minimize conflicts, it is recommended to modify curbs driveway or schedule truck traffic to occur during off-peak hours.

Parking

Table 5 summarizes the parking requirements for the Project. Santa Clara City Code 18.74.0.0. For data centers requires one parking space per four thousand (4,000) square feet of gross floor area; however, the Client is requesting a parking exception of one parking space per five thousand (5,000) square feet of gross floor area. The Project consist of 467,200 square feet of data center which equates to 93 required parking spaces. The site plan proposes a total of 92 parking spaces, which is 1 space deficient from the City's requirements.

Table 5: Parking Requirements

Land Use	Size	Santa Clara Municipal Code Requirements		
		Land Use Description	Requirement	Parking Spaces Required
Data Center	467,200 SF	Data Center	1 space for each 5,000 square feet of gross floor area	93
Proposed Parking Spaces				92
Parking Surplus (+) / Deficient (-)				-1

Providing the 92 spaces would result in excess parking spaces, due to the anticipated parking demand. As previously discussed, Vantage anticipates 17 to 30 people on-site during the same period, where some personnel may park their vehicles at other Vantage sites within the area. The highest number of total daily employees is 35 persons, which is less than the proposed 93 spaces. Therefore, the proposed 92 spaces can accommodate the anticipated parking demand.

Conclusion

A transportation operational analysis (TOA) was conducted to determine the Project's potential effect relating to transportation operation. The TOA included a trip generation analysis, VMT analysis, and site access and circulation evaluation. The trip generation calculations resulted in the Project generating net new -1,001 daily trips, -68 trips in the AM peak hour, and -110 trips in the PM peak hour. It is anticipated that the Project would not increase the delay at any surrounding intersections due to decreasing trips. A VMT analysis using the VTA VMT online tool determined that the project would be below the target count threshold with the TDM measure of a 4-40 work schedule. Site access and circulation evaluation found that there are potential conflicts for trucks entering and existing the site. It is recommended that the curb radius at the driveways be modified or that truck traffic be scheduled to occur during off-peak periods. Parking evaluation would that the proposed parking (92 spaces) is less than City's requirements (272 spaces). However, providing 272 spaces would result in excess parking since the estimated parking demand ranges from 17 to 30 vehicles and can be accommodated by the proposed 92 parking spaces.

Attachment A – Site Plan
Attachment B – VTA VMT Evaluation Outputs
Attachment C – Inbound Truck Turning Movements
Attachment D – Outbound Truck Turning Movements

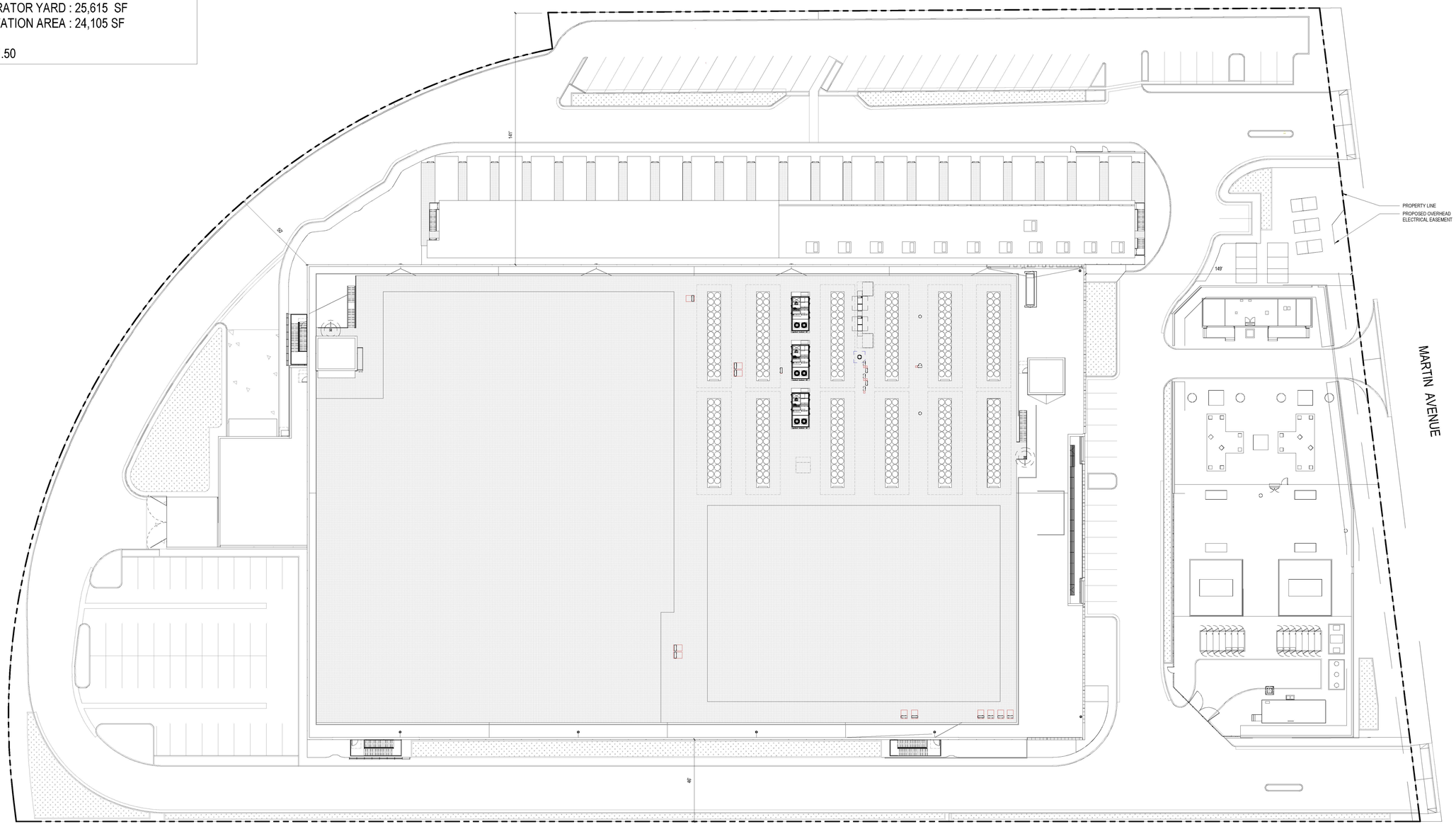
Kimley»Horn

Attachment A – Site Plan

651 MARTIN AVENUE

TOTAL SITE AREA : 312,237 SF
GROSS BUILDING AREA : 467,200 SF
GENERATOR YARD : 25,615 SF
SUBSTATION AREA : 24,105 SF

FAR : 1.50



1 ARCHITECTURAL SITE PLAN
3/64" = 1'-0"

OWNER

MARTIN AVENUE PROPERTIES

CONTRACTOR

DPR CONSTRUCTION
1450 Veterans Blvd.
Redwood City
CA 94063
650.474.1450

ARCHITECT

SHEEHAN NAGLE HARTRAY ARCHITECTS
130 East Randolph
Suite 3100
Chicago, IL 60601
312.633.2900

LANDSCAPE

REED ASSOCIATES
1345 Pauline Drive
Sunnyvale, CA 94087
408.481.9020

CIVIL

HMH
1570 Oakland Road
San Jose, CA 95131
408.487.2200

STRUCTURAL

PEOPLES ASSOCIATES
6111 Johnson Ct
Suite 100
Pleasanton, CA 94588
408.957.9220

MEP, FP, FA, TCOM

SYSKA HENNESSY GROUP
444 S. Flower Street
Suite 2000
Los Angeles, CA 90071
310.312.0200

PROGRESS SET
NOT FOR CONSTRUCTION

No.	Description	Date

651 MARTIN AVENUE

651 MARTIN AVENUE
SANTA CLARA, CA
95050
APN: 224-04-071

ARCHITECTURAL SITE PLAN

A0.0

SCALE: Scale as Noted

Kimley»Horn

Attachment B – VTA VMT Evaluation Outputs

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

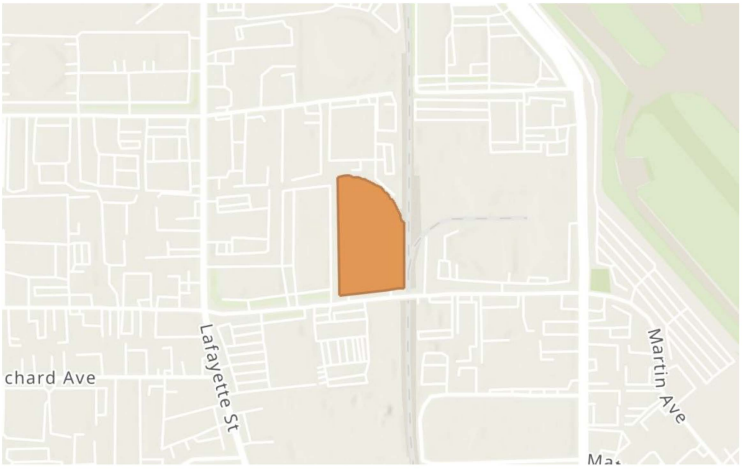
Timestamp of Analysis	October 06, 2022, 12:24:33 PM
Project Name	651 Martin Avenue
Project Description	Replace existing industrial uses with data center

Project Location Map

Jurisdiction:

Santa Clara

APN	TAZ
22404071	1229



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2015

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	
Total DUs:	0

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	
Industrial KSF:	467

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:	92
Bicycle Parking:	60

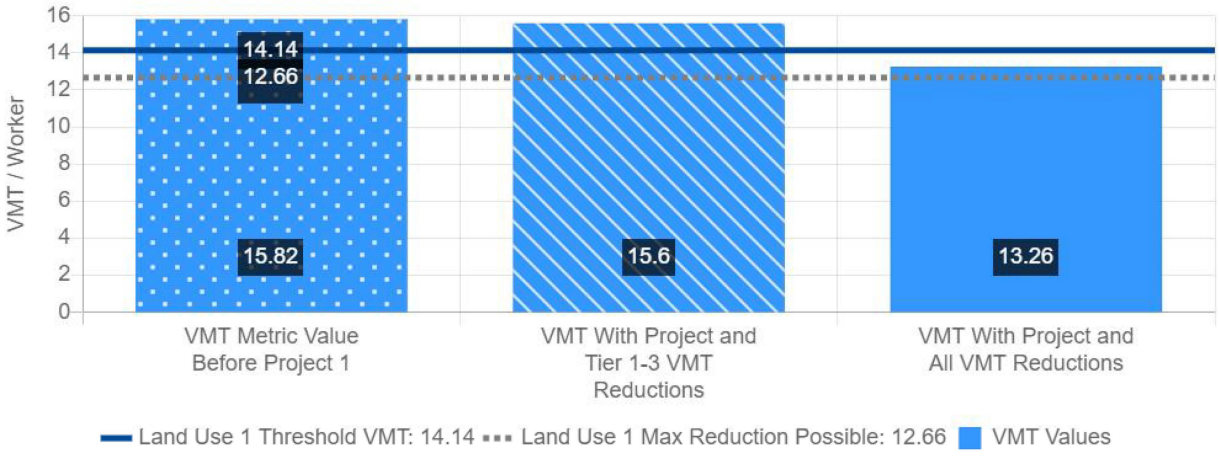
Proximity to Transit Screening

Inside a transit priority area?	No (Fail)

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Metric 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	16.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.14
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	15.82	15.6	13.26
Low VMT Screening Analysis	No (Fail)	No (Fail)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	7.62
With Project Residential Density:	7.62

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.66
With Project Residential Diversity Index:	0.63

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	17.73
With Project Employment Density:	19.19

Tier 3 Parking

PK01 Limit Parking Supply

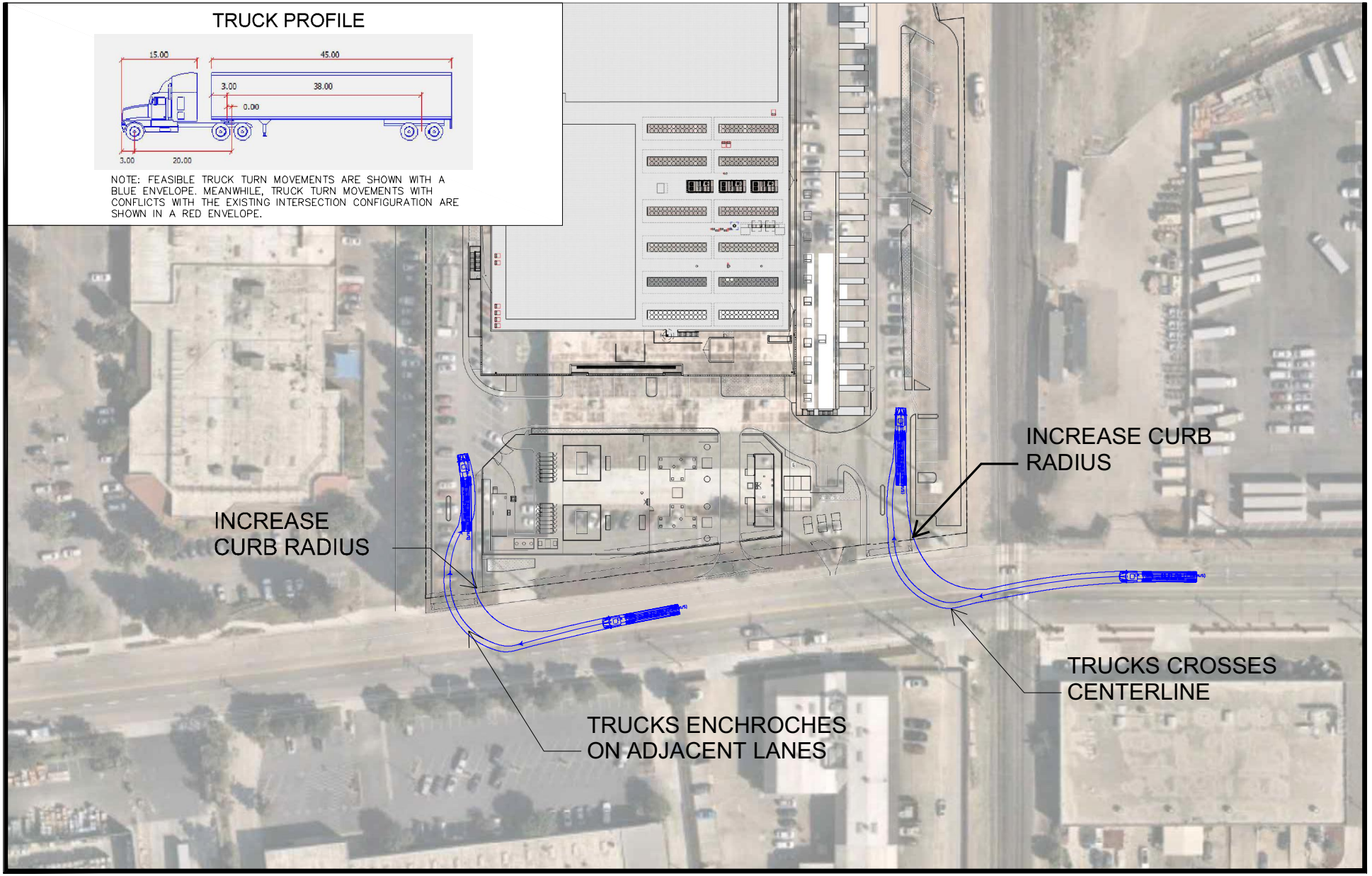
PK02 Provide Bike Facilities

Bicycle Parking:	60
Project End-of-trip Bike Facilities:	Yes

Tier 4 TDM Programs

TP08 Telecommuting and Alternative Work Schedules

Telecommuting and Alternative Work Schedule Type:	4/40 schedule
Alternative Work Schedule Percent Participants:	100 %



Kimley»Horn

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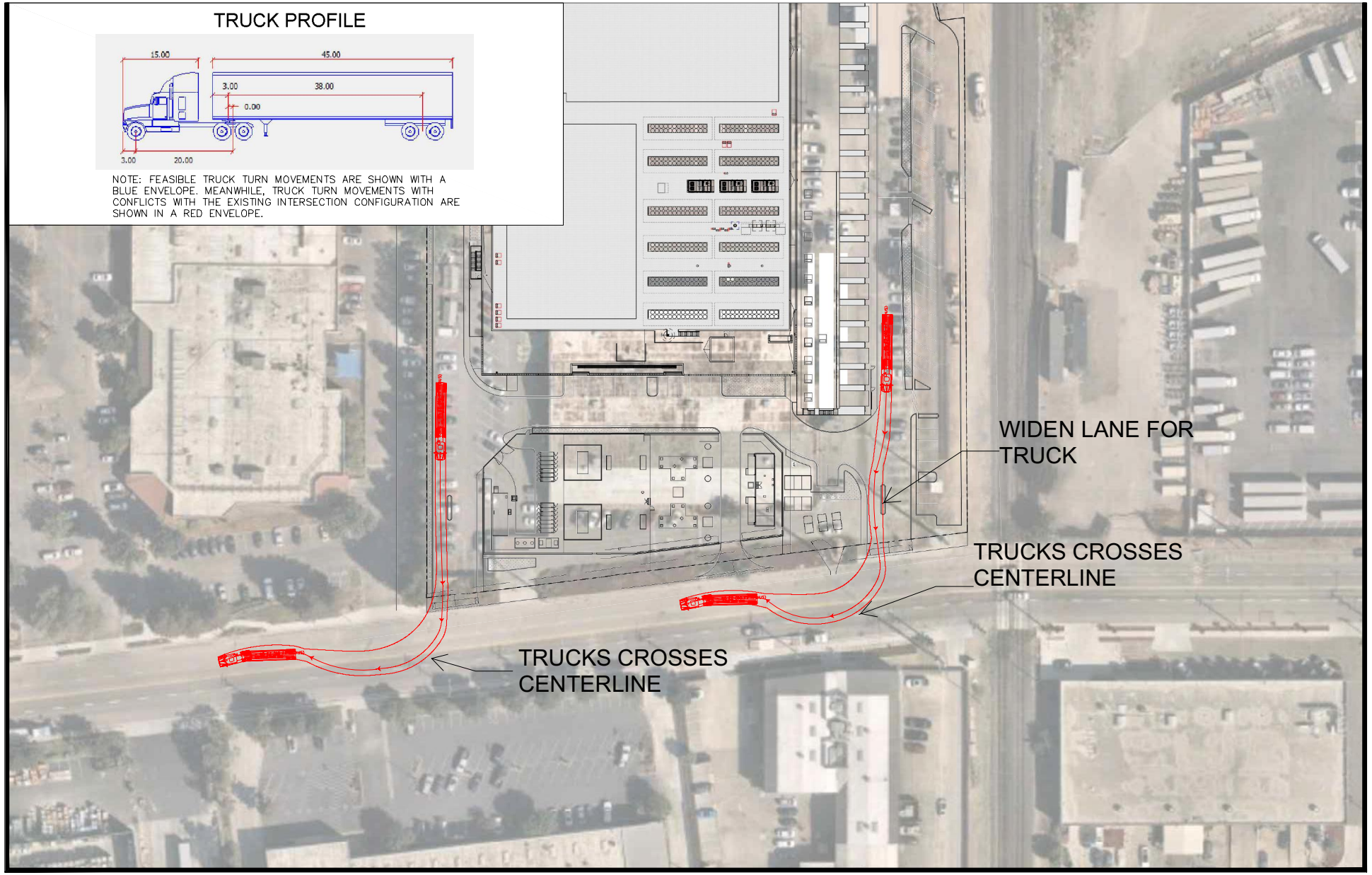
NOT TO SCALE

ATTACHMENT C
INBOUND TRUCK TURNING MOVEMENTS

197021003 October 2022

VANTAGE DATA CENTER-651 MARTIN AVENUE



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NOT TO SCALE

ATTACHMENT D
OUTBOUND TRUCK TURNING MOVEMENTS

197021003 October 2022

VANTAGE DATA CENTER-651 MARTIN AVENUE

APPENDIX H

City of Santa Clara
Property Notice List and Map

Assesor Parcel Number	Owner Name	Mailing Address	Mailing City	DUPLICATE
224-35-019	KING WAN WONG TRUSTEE & ET AL	1025 WINDJAMMER CL	FOSTER CITY, CA 94404	224-35-019-1025 WINDJAMMER CL
224-04-075	ESTANISLAO AND MARTHA HARO TRUSTEE	12395 COLUMBET AV	SAN MARTIN, CA 95046	224-04-075-12395 COLUMBET AV
230-03-059	540 MARTIN AVE LLC	127 AMANDA LN	LOS GATOS, CA 95032	230-03-059-127 AMANDA LN
224-60-003	POLLOCK ENTERPRISESINC	14500 BIG BASIN WY	SARATOGA, CA 95070-6012	224-60-003-14500 BIG BASIN WY
224-04-077, 224-04-059	PELIO 650 WALSH LLC	14573 BIG BASIN WY	SARATOGA, CA 95070-6013	224-04-077, 224-04-059-14573 BIG BASIN WY
230-03-028	JANE HARVEY TRUSTEE & ET AL	1490 OAK AV	LOS ALTOS, CA 94024-5710	230-03-028-1490 OAK AV
224-04-006	FRANK MENACHO ET AL	15635 CALISTOGA DR	RAMONA, CA 92065	224-04-006-15635 CALISTOGA DR
230-03-019, 230-03-020	DANIEL AND ARTEMISA VARGAS TRUSTEE	1616 CROW CT	SUNNYVALE, CA 94087-4623	230-03-019, 230-03-020-1616 CROW CT
224-04-094	DIGITAL BH 800 LLC	16600 WOODRUFF AV 200	BELLFLOWER, CA 90706	224-04-094-16600 WOODRUFF AV 200
230-03-022, 230-03-071, :	RICHARD LONG TRUSTEE	17810 FOSTER RD	LOS GATOS, CA 95030-0000	230-03-022, 230-03-071, 230-03-070-17810 FOSTER RD
224-04-071	MARTIN AVENUE PROPERTIES LLC	1840 CENTURY PARK E 1900	LOS ANGELES, CA 90067	224-04-071-1840 CENTURY PARK E 1900
230-03-106	EMF LLC	1875 BOOKSIN AV	SAN JOSE, CA 95125-4502	230-03-106-1875 BOOKSIN AV
224-04-062	WITKIN PROPERTIES LP	188 TWIN OAKS DR	LOS GATOS, CA 95032-5649	224-04-062-188 TWIN OAKS DR
230-03-021	525 ROBERT LLC	1985 HILL LN	COLORADO SPRINGS, CO 80904	230-03-021-1985 HILL LN
230-03-105, 230-03-099	C1-SANTA CLARA LLC	2101 CEDAR SPRINGS RD 900	DALLAS, TX 75201	230-03-105, 230-03-099-2101 CEDAR SPRINGS RD 900
224-40-010	BOWLES, ECKSTROM & ASSOCIATES LLC	2290 S 10TH ST	SAN JOSE, CA 95112-3501	224-40-010-2290 S 10TH ST
230-03-026	3J RENTALS INC	2322 KLUNE CT	SANTA CLARA, CA 95054-1326	230-03-026-2322 KLUNE CT
224-40-010	CURRENT RESIDENT OR TENNANT	2365 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-40-010-2365 LAFAYETTE ST
224-40-010	CURRENT RESIDENT OR TENNANT	2365 LAFAYETTE ST 10	SANTA CLARA, CA, 95050	224-40-010-2365 LAFAYETTE ST 10
224-40-010	CURRENT RESIDENT OR TENNANT	2365 LAFAYETTE ST 15	SANTA CLARA, CA, 95050	224-40-010-2365 LAFAYETTE ST 15
224-40-010	CURRENT RESIDENT OR TENNANT	2365 LAFAYETTE ST 5	SANTA CLARA, CA, 95050	224-40-010-2365 LAFAYETTE ST 5
230-03-107	CURRENT RESIDENT OR TENNANT	2402 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-107-2402 DE LA CRUZ BL
224-62-029	CURRENT RESIDENT OR TENNANT	2420 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-029-2420 LAFAYETTE ST
224-35-020	CURRENT RESIDENT OR TENNANT	2435 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-35-020-2435 LAFAYETTE ST
224-62-014	CURRENT RESIDENT OR TENNANT	2438 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-014-2438 LAFAYETTE ST
230-03-107	CURRENT RESIDENT OR TENNANT	2440 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-107-2440 DE LA CRUZ BL
224-62-014	CURRENT RESIDENT OR TENNANT	2440 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-014-2440 LAFAYETTE ST
224-62-014	CURRENT RESIDENT OR TENNANT	2442 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-014-2442 LAFAYETTE ST
224-62-014	CURRENT RESIDENT OR TENNANT	2444 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-014-2444 LAFAYETTE ST
224-62-014	CURRENT RESIDENT OR TENNANT	2444 LAFAYETTE ST 1	SANTA CLARA, CA, 95050	224-62-014-2444 LAFAYETTE ST 1
224-62-014	CURRENT RESIDENT OR TENNANT	2444 LAFAYETTE ST 2	SANTA CLARA, CA, 95050	224-62-014-2444 LAFAYETTE ST 2
230-03-107	CURRENT RESIDENT OR TENNANT	2460 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-107-2460 DE LA CRUZ BL
230-03-084	MORAN COMMERCIAL LLC	2464 DE LA CRUZ BL	SANTA CLARA, CA 95050-2923	230-03-084-2464 DE LA CRUZ BL
230-03-084	CURRENT RESIDENT OR TENNANT	2466 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-084-2466 DE LA CRUZ BL
230-03-084	CURRENT RESIDENT OR TENNANT	2468 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-084-2468 DE LA CRUZ BL
230-03-084	CURRENT RESIDENT OR TENNANT	2470 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-084-2470 DE LA CRUZ BL
230-03-083	CURRENT RESIDENT OR TENNANT	2474 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-083-2474 DE LA CRUZ BL
224-62-013	CURRENT RESIDENT OR TENNANT	2480 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-013-2480 LAFAYETTE ST
224-62-013	CURRENT RESIDENT OR TENNANT	2486 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-013-2486 LAFAYETTE ST
224-62-013	CURRENT RESIDENT OR TENNANT	2488 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-013-2488 LAFAYETTE ST
224-35-017	PENINSULA BUILDING MATERIALS CO	2490 CHARLESTON RD	MOUNTAIN VIEW, CA 94043-1627	224-35-017-2490 CHARLESTON RD
224-62-013	CURRENT RESIDENT OR TENNANT	2490 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-62-013-2490 LAFAYETTE ST
224-35-019	CURRENT RESIDENT OR TENNANT	2495 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-35-019-2495 LAFAYETTE ST
230-03-106	CURRENT RESIDENT OR TENNANT	2500 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-106-2500 DE LA CRUZ BL
224-60-004	CURRENT RESIDENT OR TENNANT	2530 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-004-2530 LAFAYETTE ST
224-60-003	CURRENT RESIDENT OR TENNANT	2548 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-003-2548 LAFAYETTE ST
224-60-003	CURRENT RESIDENT OR TENNANT	2550 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-003-2550 LAFAYETTE ST
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 101	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 101
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 103	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 103
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 104	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 104
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 105	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 105
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 106	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 106
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 107	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 107
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 110	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 110
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 111	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 111

224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 114	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 114
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 115	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 115
224-04-088	CURRENT RESIDENT OR TENNANT	2555 LAFAYETTE ST 116	SANTA CLARA, CA, 95050	224-04-088-2555 LAFAYETTE ST 116
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224-60-003	CURRENT RESIDENT OR TENNANT	2556 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-003-2556 LAFAYETTE ST
224-60-002	CURRENT RESIDENT OR TENNANT	2558 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-002-2558 LAFAYETTE ST
224-60-002	CURRENT RESIDENT OR TENNANT	2560 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-002-2560 LAFAYETTE ST
224-60-002	CURRENT RESIDENT OR TENNANT	2562 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-002-2562 LAFAYETTE ST
224-60-002	CURRENT RESIDENT OR TENNANT	2564 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-002-2564 LAFAYETTE ST
224-60-002	CURRENT RESIDENT OR TENNANT	2570 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-002-2570 LAFAYETTE ST
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224-60-002	CURRENT RESIDENT OR TENNANT	2576 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-002-2576 LAFAYETTE ST
224-60-001	CURRENT RESIDENT OR TENNANT	2578 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-001-2578 LAFAYETTE ST
224-60-001	CURRENT RESIDENT OR TENNANT	2580 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-001-2580 LAFAYETTE ST
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224-60-001	CURRENT RESIDENT OR TENNANT	2590 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-60-001-2590 LAFAYETTE ST
230-03-097, 230-03-096	@CENTRAL PROPERTY OWNER LLC	260 CALIFORNIA ST 1100	SAN FRANCISCO, CA 94111	230-03-097, 230-03-096-260 CALIFORNIA ST 1100
224-59-006	CURRENT RESIDENT OR TENNANT	2600 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-59-006-2600 LAFAYETTE ST
224-04-057	CURRENT RESIDENT OR TENNANT	2605 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-057-2605 LAFAYETTE ST
224-59-006	CURRENT RESIDENT OR TENNANT	2650 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-59-006-2650 LAFAYETTE ST
224-04-057	CURRENT RESIDENT OR TENNANT	2655 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-057-2655 LAFAYETTE ST
224-59-006	CURRENT RESIDENT OR TENNANT	2670 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-59-006-2670 LAFAYETTE ST
230-03-099	CURRENT RESIDENT OR TENNANT	2700 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-099-2700 DE LA CRUZ BL
224-04-062	CURRENT RESIDENT OR TENNANT	2705 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-062-2705 LAFAYETTE ST
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224-04-062	CURRENT RESIDENT OR TENNANT	2715 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-062-2715 LAFAYETTE ST
224-04-062	CURRENT RESIDENT OR TENNANT	2725 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-062-2725 LAFAYETTE ST
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224-04-062	CURRENT RESIDENT OR TENNANT	2775 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-062-2775 LAFAYETTE ST
230-03-097	CURRENT RESIDENT OR TENNANT	2800 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-097-2800 DE LA CRUZ BL
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 110	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 110
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 120	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 120
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 130	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 130
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 140	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 140
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 150	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 150
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 160	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 160
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 170	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 170
224-04-094	CURRENT RESIDENT OR TENNANT	2805 LAFAYETTE ST 180	SANTA CLARA, CA, 95050	224-04-094-2805 LAFAYETTE ST 180
224-40-013, 224-40-014, 2	VANTAGE DATA CENTERS 7 LLC	2820 NORTHWESTERN PY	SANTA CLARA, CA 95051	224-40-013, 224-40-014, 224-40-015-2820 NORTHWESTERN PY
230-03-096	CURRENT RESIDENT OR TENNANT	2830 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-096-2830 DE LA CRUZ BL
230-03-096	CURRENT RESIDENT OR TENNANT	2850 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-096-2850 DE LA CRUZ BL
230-03-096	CURRENT RESIDENT OR TENNANT	2858 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-096-2858 DE LA CRUZ BL
230-03-096	CURRENT RESIDENT OR TENNANT	2860 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-096-2860 DE LA CRUZ BL
230-03-096	CURRENT RESIDENT OR TENNANT	2880 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-096-2880 DE LA CRUZ BL
230-03-096	CURRENT RESIDENT OR TENNANT	2890 DE LA CRUZ BL	SANTA CLARA, CA, 95050	230-03-096-2890 DE LA CRUZ BL
224-04-057, 224-04-005	L.A.W. LLC	330 COMMERCIAL ST	SAN JOSE, CA 95112-4403	224-04-057, 224-04-005-330 COMMERCIAL ST
224-04-088, 224-04-089, 2	GAHRAHMAT FAMILY LP1	3476 EDWARD AV	SANTA CLARA, CA 95054-2130	224-04-088, 224-04-089, 224-04-090-3476 EDWARD AV
224-59-006	SC WALSH LLC	3777 STEVENS CREEK BL 230	SANTA CLARA, CA 95051	224-59-006-3777 STEVENS CREEK BL 230

224-04-076	DJ SMITH FAM PARTNERSHIP LP	4208 CHABOYA RD	SAN JOSE, CA 95148-3707	224-04-076-4208 CHABOYA RD
230-03-069	MCGILLIS INVESTMENTS LLC	425 PUEBLO ST	BOISE, ID 83702	230-03-069-425 PUEBLO ST
230-03-062	CURRENT RESIDENT OR TENNANT	430 MARTIN AV	SANTA CLARA, CA, 95050	230-03-062-430 MARTIN AV
230-03-062	CURRENT RESIDENT OR TENNANT	440 MARTIN AV	SANTA CLARA, CA, 95050	230-03-062-440 MARTIN AV
230-03-062	CURRENT RESIDENT OR TENNANT	442 MARTIN AV	SANTA CLARA, CA, 95050	230-03-062-442 MARTIN AV
230-03-062	CURRENT RESIDENT OR TENNANT	444 MARTIN AV	SANTA CLARA, CA, 95050	230-03-062-444 MARTIN AV
230-03-107	CURRENT RESIDENT OR TENNANT	445 ROBERT AV	SANTA CLARA, CA, 95050	230-03-107-445 ROBERT AV
230-03-062	CURRENT RESIDENT OR TENNANT	450 MARTIN AV	SANTA CLARA, CA, 95050	230-03-062-450 MARTIN AV
230-03-062	CURRENT RESIDENT OR TENNANT	462 MARTIN AV	SANTA CLARA, CA, 95050	230-03-062-462 MARTIN AV
230-03-019	CURRENT RESIDENT OR TENNANT	483 ROBERT AV	SANTA CLARA, CA, 95050	230-03-019-483 ROBERT AV
230-03-020	CURRENT RESIDENT OR TENNANT	485 ROBERT AV	SANTA CLARA, CA, 95050	230-03-020-485 ROBERT AV
230-03-020	CURRENT RESIDENT OR TENNANT	495 ROBERT AV	SANTA CLARA, CA, 95050	230-03-020-495 ROBERT AV
230-03-028	CURRENT RESIDENT OR TENNANT	504 ROBERT AV	SANTA CLARA, CA, 95050	230-03-028-504 ROBERT AV
230-03-028	CURRENT RESIDENT OR TENNANT	506 ROBERT AV	SANTA CLARA, CA, 95050	230-03-028-506 ROBERT AV
230-03-027	WILLIAM ESERINI TRUSTEE & ET AL	508 ROBERT AV	SANTA CLARA, CA 95050-2955	230-03-027-508 ROBERT AV
230-03-059	CURRENT RESIDENT OR TENNANT	510 MARTIN AV	SANTA CLARA, CA, 95050	230-03-059-510 MARTIN AV
230-03-059	CURRENT RESIDENT OR TENNANT	510 MARTIN AV A	SANTA CLARA, CA, 95050	230-03-059-510 MARTIN AV A
230-03-059	CURRENT RESIDENT OR TENNANT	510 MARTIN AV B	SANTA CLARA, CA, 95050	230-03-059-510 MARTIN AV B
230-03-026	CURRENT RESIDENT OR TENNANT	518 ROBERT AV	SANTA CLARA, CA, 95050	230-03-026-518 ROBERT AV
230-03-067	CURRENT RESIDENT OR TENNANT	524 ROBERT AV	SANTA CLARA, CA, 95050	230-03-067-524 ROBERT AV
230-03-090	NEWARK GROUP INDUSTRIES INC	525 MATHEW ST	SANTA CLARA, CA 95050-3001	230-03-090-525 MATHEW ST
230-03-090	CURRENT RESIDENT OR TENNANT	525 MATHEW ST 1	SANTA CLARA, CA, 95050	230-03-090-525 MATHEW ST 1
230-03-090	CURRENT RESIDENT OR TENNANT	525 MATHEW ST 2	SANTA CLARA, CA, 95050	230-03-090-525 MATHEW ST 2
230-03-090	CURRENT RESIDENT OR TENNANT	525 MATHEW ST A	SANTA CLARA, CA, 95050	230-03-090-525 MATHEW ST A
230-03-021	CURRENT RESIDENT OR TENNANT	525 ROBERT AV	SANTA CLARA, CA, 95050	230-03-021-525 ROBERT AV
230-03-062	JRDL ASSOCIATES LLC	5263 COLERIDGE CT	CARLSBAD, CA 92008	230-03-062-5263 COLERIDGE CT
230-03-021	CURRENT RESIDENT OR TENNANT	527 ROBERT AV	SANTA CLARA, CA, 95050	230-03-021-527 ROBERT AV
230-03-067	SANTA CLARA CITY OF	530 ROBERT AV	SANTA CLARA, CA 95050-2919	230-03-067-530 ROBERT AV
230-03-090	CURRENT RESIDENT OR TENNANT	535 MATHEW ST	SANTA CLARA, CA, 95050	230-03-090-535 MATHEW ST
230-03-059	CURRENT RESIDENT OR TENNANT	540 MARTIN AV	SANTA CLARA, CA, 95050	230-03-059-540 MARTIN AV
230-03-083	AXIS HOLDINGS LTD LLC	5477 HARVARD DR	SAN JOSE, CA 95118-3417	230-03-083-5477 HARVARD DR
230-03-067	CURRENT RESIDENT OR TENNANT	560 ROBERT AV	SANTA CLARA, CA, 95050	230-03-067-560 ROBERT AV
230-03-063	CURRENT RESIDENT OR TENNANT	570 MARTIN AV	SANTA CLARA, CA, 95050	230-03-063-570 MARTIN AV
230-03-063	CURRENT RESIDENT OR TENNANT	570 MARTIN AV A	SANTA CLARA, CA, 95050	230-03-063-570 MARTIN AV A
230-03-063	CURRENT RESIDENT OR TENNANT	570 MARTIN AV B	SANTA CLARA, CA, 95050	230-03-063-570 MARTIN AV B
230-03-063	CURRENT RESIDENT OR TENNANT	570 MARTIN AV C	SANTA CLARA, CA, 95050	230-03-063-570 MARTIN AV C
230-03-022	CURRENT RESIDENT OR TENNANT	575 ROBERT AV	SANTA CLARA, CA, 95050	230-03-022-575 ROBERT AV
224-62-029, 224-62-014	DAVID AND JOAN MARIE SLOAN TRUSTEE	580 EL PATIO DR	CAMPBELL, CA 95008-2114	224-62-029, 224-62-014-580 EL PATIO DR
230-03-071	CURRENT RESIDENT OR TENNANT	585 ROBERT AV	SANTA CLARA, CA, 95050	230-03-071-585 ROBERT AV
230-03-069	CURRENT RESIDENT OR TENNANT	590 MARTIN AV	SANTA CLARA, CA, 95050	230-03-069-590 MARTIN AV
224-60-001, 224-60-002	PHILLIP RESTIVO TRUSTEE	5948 VISTA LP	SAN JOSE, CA 95124	224-60-001, 224-60-002-5948 VISTA LP
230-03-105	CURRENT RESIDENT OR TENNANT	595 MARTIN AV	SANTA CLARA, CA, 95050	230-03-105-595 MARTIN AV
230-03-095	CURRENT RESIDENT OR TENNANT	598 MARTIN AV	SANTA CLARA, CA, 95050	230-03-095-598 MARTIN AV
230-03-095	CURRENT RESIDENT OR TENNANT	599 REED ST	SANTA CLARA, CA, 95050	230-03-095-599 REED ST
224-04-059	CURRENT RESIDENT OR TENNANT	611 WALSH AV	SANTA CLARA, CA, 95050	224-04-059-611 WALSH AV
224-04-075	CURRENT RESIDENT OR TENNANT	614 WALSH AV	SANTA CLARA, CA, 95050	224-04-075-614 WALSH AV
224-35-014	D & R MILLER PROPS LLC	630 MARTIN AV	SANTA CLARA, CA 95050-2914	224-35-014-630 MARTIN AV
224-04-075	CURRENT RESIDENT OR TENNANT	630 WALSH AV	SANTA CLARA, CA, 95050	224-04-075-630 WALSH AV
224-04-071	CURRENT RESIDENT OR TENNANT	631 MARTIN AV	SANTA CLARA, CA, 95050	224-04-071-631 MARTIN AV
224-35-017	CURRENT RESIDENT OR TENNANT	640 MARTIN AV	SANTA CLARA, CA, 95050	224-35-017-640 MARTIN AV
224-04-059	CURRENT RESIDENT OR TENNANT	641 WALSH AV	SANTA CLARA, CA, 95050	224-04-059-641 WALSH AV
230-03-094, 230-03-095, :	SOUTHERN PACIFIC TRANSPORTATION CO	65 CAHILL ST	SAN JOSE, CA 95110	230-03-094, 230-03-095, 230-03-047-65 CAHILL ST
224-35-017	CURRENT RESIDENT OR TENNANT	650 MARTIN AV	SANTA CLARA, CA, 95050	224-35-017-650 MARTIN AV
224-04-071	CURRENT RESIDENT OR TENNANT	651 MARTIN AV	SANTA CLARA, CA, 95050	224-04-071-651 MARTIN AV
224-04-071	CURRENT RESIDENT OR TENNANT	651 MARTIN AV G	SANTA CLARA, CA, 95050	224-04-071-651 MARTIN AV G
230-03-094, 230-03-095	CURRENT RESIDENT OR TENNANT	655 MARTIN AV	SANTA CLARA, CA, 95050	230-03-094, 230-03-095-655 MARTIN AV
224-04-077	CURRENT RESIDENT OR TENNANT	660 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-660 WALSH AV

224-04-077	CURRENT RESIDENT OR TENNANT	664 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-664 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	668 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-668 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	670 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-670 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	672 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-672 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	676 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-676 WALSH AV
224-35-017	CURRENT RESIDENT OR TENNANT	680 MARTIN AV	SANTA CLARA, CA, 95050	224-35-017-680 MARTIN AV
224-04-077	CURRENT RESIDENT OR TENNANT	680 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-680 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	684 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-684 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	686 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-686 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	688 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-688 WALSH AV
224-04-077	CURRENT RESIDENT OR TENNANT	696 WALSH AV	SANTA CLARA, CA, 95050	224-04-077-696 WALSH AV
224-04-011	BARNHART CONSTRUCTION COMPANY	7008 WILDROSE TR	CARLSBAD, CA 92011	224-04-011-7008 WILDROSE TR
224-40-014, 224-40-000, ;	CURRENT RESIDENT OR TENNANT	737 MATHEW ST	SANTA CLARA, CA, 95050	224-40-014, 224-40-000, 224-40-013, 224-40-015-737 MATHEW ST
224-04-076	CURRENT RESIDENT OR TENNANT	750 WALSH AV	SANTA CLARA, CA, 95050	224-04-076-750 WALSH AV
224-04-076	CURRENT RESIDENT OR TENNANT	760 WALSH AV	SANTA CLARA, CA, 95050	224-04-076-760 WALSH AV
224-04-076	CURRENT RESIDENT OR TENNANT	764 WALSH AV	SANTA CLARA, CA, 95050	224-04-076-764 WALSH AV
224-04-011	CURRENT RESIDENT OR TENNANT	785 WALSH AV	SANTA CLARA, CA, 95050	224-04-011-785 WALSH AV
224-40-000	CURRENT RESIDENT OR TENNANT	789 MATHEW ST	SANTA CLARA, CA, 95050	224-40-000-789 MATHEW ST
224-04-090	CURRENT RESIDENT OR TENNANT	801 MARTIN AV	SANTA CLARA, CA, 95050	224-04-090-801 MARTIN AV
224-62-013	CSIFV-SANTA CLARA LLC	808 134TH ST SW 211	EVERETT, WA 98204	224-62-013-808 134TH ST SW 211
224-04-006	CURRENT RESIDENT OR TENNANT	810 WALSH AV	SANTA CLARA, CA, 95050	224-04-006-810 WALSH AV
224-04-006	CURRENT RESIDENT OR TENNANT	812 WALSH AV	SANTA CLARA, CA, 95050	224-04-006-812 WALSH AV
224-04-090	CURRENT RESIDENT OR TENNANT	821 MARTIN AV	SANTA CLARA, CA, 95050	224-04-090-821 MARTIN AV
224-04-005	CURRENT RESIDENT OR TENNANT	850 WALSH AV	SANTA CLARA, CA, 95050	224-04-005-850 WALSH AV
224-04-090	CURRENT RESIDENT OR TENNANT	851 MARTIN AV	SANTA CLARA, CA, 95050	224-04-090-851 MARTIN AV
224-04-005	CURRENT RESIDENT OR TENNANT	858 WALSH AV	SANTA CLARA, CA, 95050	224-04-005-858 WALSH AV
224-04-005	CURRENT RESIDENT OR TENNANT	860 WALSH AV	SANTA CLARA, CA, 95050	224-04-005-860 WALSH AV
224-04-005	CURRENT RESIDENT OR TENNANT	870 WALSH AV	SANTA CLARA, CA, 95050	224-04-005-870 WALSH AV
224-04-005	CURRENT RESIDENT OR TENNANT	880 WALSH AV	SANTA CLARA, CA, 95050	224-04-005-880 WALSH AV
224-04-090	CURRENT RESIDENT OR TENNANT	881 MARTIN AV	SANTA CLARA, CA, 95050	224-04-090-881 MARTIN AV
224-04-057	CURRENT RESIDENT OR TENNANT	890 WALSH AV	SANTA CLARA, CA, 95050	224-04-057-890 WALSH AV
224-62-013	CURRENT RESIDENT OR TENNANT	920 MARTIN AV	SANTA CLARA, CA, 95050	224-62-013-920 MARTIN AV
224-62-013	CURRENT RESIDENT OR TENNANT	920 MARTIN AV 7	SANTA CLARA, CA, 95050	224-62-013-920 MARTIN AV 7
230-03-063	RICHARD N REESE FAMLIMITED LIABILITY CO E	9310 S 370 W	SANDY, UT 84070	230-03-063-9310 S 370 W
224-35-020	WESCO PROPERTIES INC	936 E GREEN ST 108	PASADENA, CA 91106-2946	224-35-020-936 E GREEN ST 108
224-59-006	CURRENT RESIDENT OR TENNANT	938 WALSH AV	SANTA CLARA, CA, 95050	224-59-006-938 WALSH AV
224-60-004	ROBINSON OIL CORPORATION	953 MARTIN AV	SANTA CLARA, CA 95050-2602	224-60-004-953 MARTIN AV
224-60-004	CURRENT RESIDENT OR TENNANT	955 MARTIN AV	SANTA CLARA, CA, 95050	224-60-004-955 MARTIN AV
224-60-004	CURRENT RESIDENT OR TENNANT	957 MARTIN AV	SANTA CLARA, CA, 95050	224-60-004-957 MARTIN AV
224-59-006	CURRENT RESIDENT OR TENNANT	980 WALSH AV	SANTA CLARA, CA, 95050	224-59-006-980 WALSH AV
224-59-006	CURRENT RESIDENT OR TENNANT	982 WALSH AV	SANTA CLARA, CA, 95050	224-59-006-982 WALSH AV
224-59-006	CURRENT RESIDENT OR TENNANT	984 WALSH AV	SANTA CLARA, CA, 95050	224-59-006-984 WALSH AV
224-59-006	CURRENT RESIDENT OR TENNANT	986 WALSH AV	SANTA CLARA, CA, 95050	224-59-006-986 WALSH AV
224-59-006	CURRENT RESIDENT OR TENNANT	988 WALSH AV	SANTA CLARA, CA, 95050	224-59-006-988 WALSH AV
230-03-107	JJ VISO ENTERPRISESLLC	PO BOX 150	SANTA CLARA, CA 95052-0150	230-03-107-PO BOX 150

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Nearby parcels map for address:

651 MARTIN AVENUE
SANTA CLARA
95050