

**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
QUME AND COMMERCE PROJECT**

FILE NO: H21-040
PROJECT APPLICANT: Qume and Commerce, LLC (Attn:
Heather Crossner)
APNs: 244-15-003, 244-15-020 and 244-15-
026

Project Description: The project proposes to demolish three existing buildings on-site (approximately 425,433 square feet), remove 297 ordinance trees and 323 non-ordinance trees, and construct four new industrial warehouse buildings (approximately 714,419 square feet) with associated incidental offices uses and 80 loading docks. The project proposes to operate 24 hours daily on an approximately 32.80 gross acre site.

Location: The approximately 32.80-acre site is comprised of three parcels located in north San José. The site is located at 2222 and 2350 Qume Drive and 2150 Commerce Drive and is in the Industrial Park Zoning District.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project summarized above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

A joint community and environmental public scoping meeting for this project will be held:

When: Thursday, February 17, 2022 from 6:00 to 7:30 p.m.

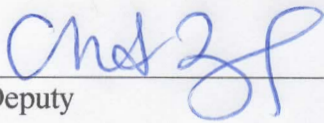
Where: Via Zoom (see instructions below and on www.sanjoseca.gov/activeeirs)

The project description, location, and probable environmental effects to be analyzed in the EIR for the project can be found on the City's Active EIRs website at www.sanjoseca.gov/activeeirs, including the EIR Scoping Meeting information. According to State law, the deadline for your response is 30 days after receipt of this notice, and responses provided before the 30-day deadline are always welcome. The City will accept comments on the scope of the EIR until **5:00 p.m. on Thursday, March 3, 2022**. If you have comments on this Notice of Preparation (NOP), please identify a contact person from your organization, and send your response via mail or email to:

City of San José, Department of Planning, Building and Code Enforcement
Attn: Cassandra van der Zweep, Environmental Project Manager
200 East Santa Clara Street, 3rd Floor Tower
San José, CA 95113-1905

E-mail: Cassandra.vanderZweep@sanjoseca.gov

Christopher Burton, Director
Planning, Building and Code Enforcement


Deputy

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February 2022**

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the Project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of the State CEQA Guidelines, the EIR will include the following:

- A summary of the Project;
- A Project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the Project;
- Alternatives to the Project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the Project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed Project; and (d) cumulative impacts.

Project Location

The Project is located in north San José, in Santa Clara County, California (**Figure 1**). The 32.8-acre Project site is comprised of three parcels, listed below. The Project site is located at 2222 and 2350 Qume Drive and 2150 Commerce Drive (**Figure 2**). The Project site is bounded by industrial and business park uses to the north and south, Qume Drive and office and commercial retail uses to the west, and BART railway corridor with residential uses beyond to the east.

Existing Conditions

The Project site comprises the three parcels listed below:

- 244-15-003,
- 244-15-020, and
- 244-15-026.

The Project site is currently developed with an industrial/business park complex containing three buildings totaling approximately 425,433 square feet (sf), surface parking lots, and associated landscaping. Vehicular access to the Project site is provided via eight driveways on Qume Drive and Commerce Drive. The Project site is designated *Industrial Park (IP)* in the City's General Plan and has an *Industrial Park (IP)* Zoning District.

Land uses surrounding the Project site are as follows:

- **North** – industrial/office park uses;
- **East** – BART railway corridor with residential uses beyond;
- **South** – McKay Drive and industrial/office park uses;
- **West** – Qume Drive with industrial/office park uses beyond.

Project Description

Demolition: The Project proposes to demolish three existing buildings totaling approximately 425,433 sf and the existing surface parking area. Limited excavation would be required for demolition and grading would occur throughout surface parking areas. Additionally, the Project would remove existing landscaping, including 298 ordinance trees and 323 non-ordinance trees and replace them per the City’s standard conditions. The Project would also remove an existing manmade landscape pond located on the northern portion of the site. Demolition is anticipated to begin in spring 2024.

Industrial Warehouse/Distribution Buildings: The Project would construct four industrial warehouse/distribution buildings with a total of 80 loading docks and associated improvements including parking. The proposed single-story buildings (with mezzanine) would comprise a total of approximately 714,419 square feet with a maximum building height of 48-feet. All buildings are proposed to operate 24 hours, daily. Landscaping would be installed throughout the surface parking lot and building perimeters. **Table 1** summarizes building details, including total building area, a breakdown of warehouse and office space, automobile and trailer parking spaces, and dock doors.

Table 1: Proposed Building Summary

Building	Total Building Area (square feet)	Warehouse Space (square feet)	Office Space (square feet)	Automobile Parking ¹	Trailer Parking ²	Dock Doors
1	358,180	353,180	5,000	157	61	39
2	202,735	197,735	5,000	150	27	21
3	83,751	78,751	5,000	53	4	10
4	69,825	64,825	5,000	53	7	10
Total	714,491	694,491	20,000	413	99	80
Notes						
¹ Total parking includes ADA accessible, clean air vehicle, EV stalls.						
² Trailer parking would accommodate heavy duty trucks.						

Figure 3 depicts the Conceptual Site Plan. The proposed Project would be designed and constructed in accordance with most current Title 24 California Building Standards which promotes energy conservation, green design, fire and life safety, and accessibility. The proposed Project design would be evaluated and developed to apply the City’s Citywide Design Guidelines and Standards.

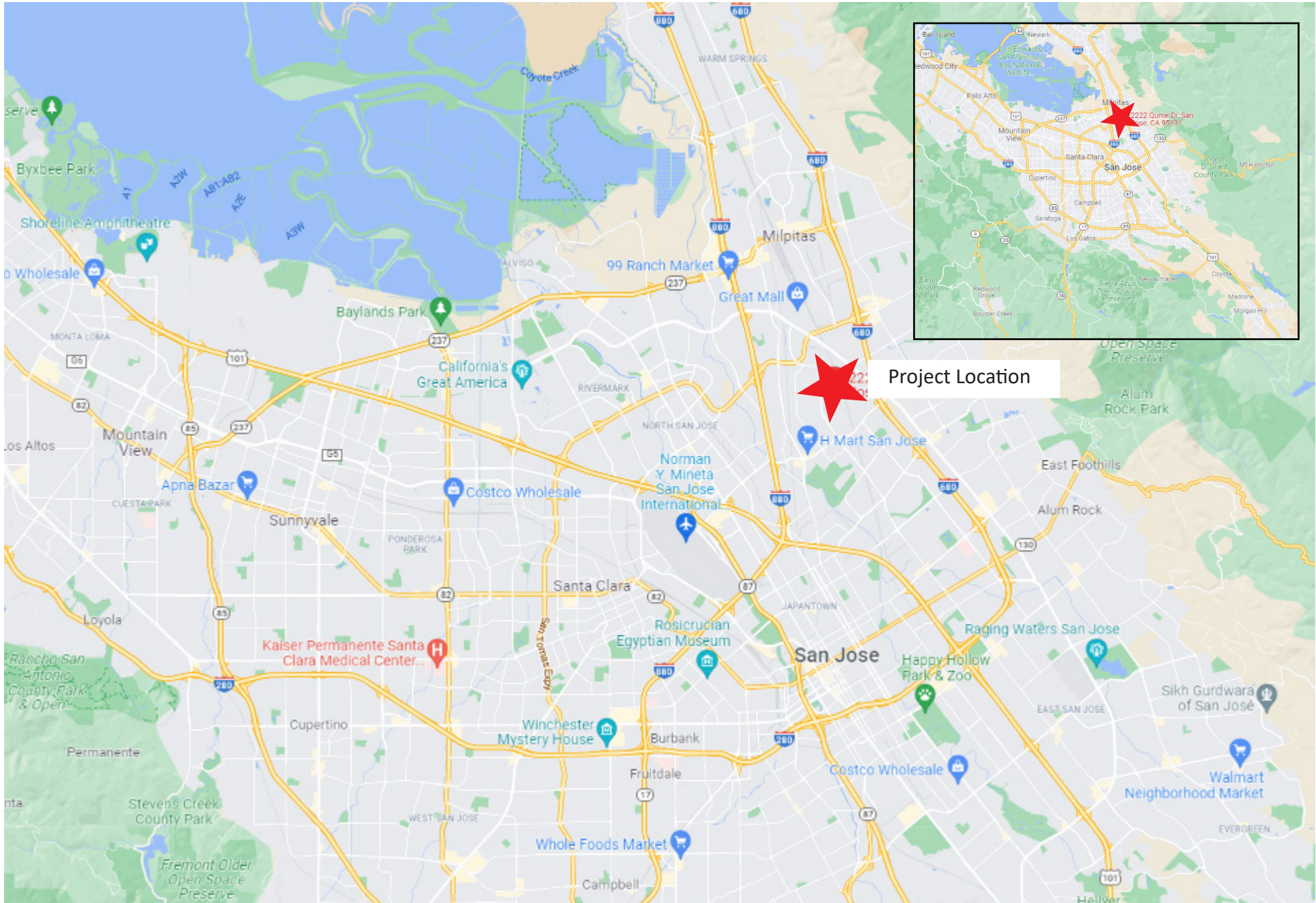
The proposed Project is seeking planning approvals for extended construction hours (weekends and Monday through Friday before 7 a.m. or after 7 p.m).

Project Access, Parking, & Infrastructure: The proposed Project would include 11 ingress and egress driveways. Five driveways would access Buildings 1, 2, and 3 from Qume Drive. Three driveways would access Buildings 3 and 4 from Commerce Drive, and three driveways would access Buildings 3 and 4 from McKay Drive. Landscaping would be installed throughout the parking lots and along driveways and bioretention basins would be installed for onsite stormwater management. The proposed Project would have a total of 99 truck trailer parking spaces and 413 vehicle parking spaces. Additionally, each building would include a loading area with truck dock doors that would be accessed via internal roadways. The Project would provide pedestrian and bicycle improvements to the existing facilities along Qume Drive,

Commerce Drive, and McKay Drive. These improvements include constructing new sidewalks and installing a Class I pathway connecting McKay Drive/Automation Parkway and Commerce Drive/Qume Drive; see **Figure 3** for details. The Project would also provide a total of 30 bicycle parking spaces throughout the site, with bike racks located near the primary entrance of each warehouse building.

Anticipated Project Approvals

1. Site Development Permit, including extended construction hours
2. Vesting Tentative Map
3. Demolition Permit
4. Tree Removal Permit
5. Fire Variance
6. Public Works Clearances including grading permits



Source: Google Maps

Figure 1: Regional Map
Qume and Commerce Project



Not to scale

Kimley»Horn

Expect More. Experience Better.



Source: Google Earth

Figure 2 : Vicinity Map
Quine and Commerce Project

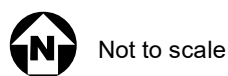


Not to scale



Source: Herdman, 2021

Figure 3: Conceptual Site Plan
Qume and Commerce Project



Potential Environmental Impacts of the Project

The EIR will describe the existing environmental conditions on the Project site, discuss and analyze the impacts, and identify the significant environmental effects anticipated to result from development of the proposed Project. Mitigation measures will be identified for potentially significant environmental impacts, as warranted. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed Project. Additional subjects may be added at a later date, if new information becomes available.

1. *Aesthetics & Visual Resources*

The Project site is surrounded by industrial park/office uses. The EIR will describe the existing visual setting of the area and discuss the visual changes that are anticipated to occur as a result of the Project, consistent with Senate Bill 743. The EIR will also discuss possible light and glare impacts from the development. If significant impacts related to visual resources and aesthetics are found, mitigation measures will be identified.

2. *Agricultural and Forestry Resources*

The Project site is not located in an area with agricultural resources or forest lands.

3. *Air Quality*

The EIR will address the regional air quality conditions in the San Francisco Bay Area and discuss the Project's impacts to local and regional air quality based on the Bay Area Air Quality Management District (BAAQMD) CEQA guidelines and thresholds. The EIR will discuss sensitive receptors and temporary construction impacts to air quality. Mitigation measures, if found to be required, will be discussed.

4. *Biological Resources*

The Project site is located in a developed and urbanized area of San José. Habitats in the area are low in species diversity and include predominately urban adapted species. The Project site is currently developed with an industrial/business park complex and associated parking, but contains trees and other landscaped vegetation. The EIR will address any loss of trees on-site and any need for replacement trees per City standard conditions. The EIR will identify and discuss potential biological impacts resulting from construction of the Project and the Project's consistency with the Santa Clara County Habitat Conservation Plan. Mitigation measures, if found to be required, will be discussed.

5. *Cultural and Historic Resources, and Tribal Cultural Resources*

No buildings on-site or within the immediate vicinity of the Project site have been listed in the City's Historic Resources Inventory. The Project area is not considered a particularly sensitive area for prehistoric and historic resources. Similar to most of the City, there is geographically specific paleontological sensitivity at depth possible for the Project site. The EIR will address the impacts to known and unknown buried archaeological resources on-site, as well as impacts to potential historic structures on and/or near the site. Mitigation measures, if found to be required, will be discussed.

6. Energy

Project implementation may result in an increased demand for energy on-site. The EIR will address the increase in energy usage on-site and any proposed design measures to reduce energy consumption. Mitigation measures, if found to be required, will be discussed.

7. Geology and Soils

The Project site is located in the seismically active San Francisco Bay Area region. The EIR will discuss the possible geological impacts associated with existing soils, groundwater conditions on the Project site, and seismicity activity. Mitigation measures, if found to be required, will be discussed.

8. Greenhouse Gas Emissions

The EIR will address the Project's contribution to regional and global greenhouse gas emissions impacts in compliance with SB 32 and based on the City of San Jose's 2030 GHG Reduction Strategy for consistency with policies for reducing GHG emissions adopted by the City of San José. Proposed design features to reduce energy consumption, which in turn will reduce greenhouse gas emissions, will be analyzed. Mitigation measures, if found to be required, will be discussed.

9. Hazards and Hazardous Materials

The EIR will summarize known hazardous materials conditions on and adjacent to the Project site and address the potential for hazardous materials impacts to result from Project implementation. Mitigation measures, if found to be required, will be discussed.

10. Hydrology and Water Quality

Based on Flood Insurance Rate Maps from the Federal Emergency Management Agency, the Project site is located in Zone D, an area of undetermined flood hazard. The EIR will address any possible flooding issues for the Project site as well as the effectiveness of the storm drainage system and the Project's effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board. Mitigation measures, if found to be required, will be discussed.

11. Land Use

The Project site is located in a developed urbanized area surrounded by industrial/office uses, with residential land uses located across a rail corridor to the east. The EIR will describe the existing land uses adjacent to and within the Project site. This discussion will evaluate the Project's compatibility with existing and proposed land uses in the area. The EIR will evaluate the Project's consistency with existing land use regulations including the City's Envision San José 2040 General Plan, zoning and municipal code, and the City's Design Guidelines and Standards. Mitigation measures, if found to be required, will be discussed.

12. Mineral Resources

The Project site is not located in an area known to have mineral resources. The Project will not hinder or preclude any existing mineral extraction operations.

13. Noise and Vibration

The EIR will identify existing ambient noise within the Project vicinity and analyze potential impacts of Project construction and operations on the existing environment. Noise levels will be evaluated for consistency with applicable standards and guidelines from the City of San José. Mitigation measures, if found to be required, will be discussed.

14. Population and Housing

The EIR will examine the Project's impact on population growth and housing in the City. The EIR will evaluate the applicable regional and City plans, policies, and regulations to the development. Mitigation measures, if found to be required, will be discussed.

15. Public Services

The EIR will address the availability of public services including fire and police protection, schools, and parks. Mitigation measures, if found to be required, will be discussed.

16. Recreation

The EIR will examine whether the Project may result in increased demand of existing parks, trails, and recreation centers. The EIR will examine City policies to ensure the Project is consistent with City of San José policies. Mitigation measures, if found to be required, will be discussed.

17. Transportation and Circulation

The EIR will evaluate the Project's transportation impacts pursuant to Senate Bill 743 and the City's Transportation Analysis Policy (Council Policy 5-1). The Project's consistency with programs, plans, ordinances, or policies addressing the circulation system (including transit, roadway, bicycle, and pedestrian facilities) will be discussed in the EIR. The Project's impact on Vehicle Miles Traveled (VMT) will be discussed. It will include a Local Transportation Analysis (LTA) to evaluate the proposed site access/circulation and intersections in the Project area to identify any necessary improvements. Mitigation measures, if found to be required, will be discussed.

18. Tribal Cultural Resources

The Project area is not considered a particularly sensitive area for prehistoric resources. Similar to most of the City, there is geographically specific paleontological sensitivity at depth possible for the Project site. The EIR will address the impacts to known and unknown buried tribal-cultural resources on-site. Mitigation measures, if found to be required, will be discussed.

19. Utilities and Service Systems

Project implementation may result in an increased demand on utilities compared to existing conditions. The EIR will examine the impacts of the Project on wastewater system, storm drains, water supply, and solid waste management. The EIR will analyze applicable State, regional, and City plans and policies for consistency. Mitigation measures, if found to be required, will be discussed.

20. Wildfire

The Project site is located within a developed and urbanized area. The Project site is not located within or adjacent to the urban wildland interface. The EIR will discuss the Project's potential to exacerbate wildfire

risks or expose Project occupants to wildlife risks including pollutants from wildfires. Mitigation measures, if found to be required, will be discussed.

21. Alternatives

Pursuant to the State CEQA Guidelines Section 15126.6, the EIR will examine a range of reasonable alternatives to the Project including a “No Project” alternative and one or more alternative development scenarios depending on the impacts identified. Other alternatives that may be discussed could include reduced development alternatives (e.g., smaller project site or reduced density alternatives), alternative land uses, and/or alternative locations. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the Project while achieving most of the identified objectives of the Project. The environmentally superior alternative(s) will be identified based on the number and degree of associated environmental impacts.

22. Significant Unavoidable Impacts

The EIR will identify those significant impacts that cannot be avoided if the Project is implemented as proposed.

23. Cumulative Impacts

Pursuant to the State CEQA Guidelines Section 15130, the EIR will include a cumulative impacts section that will address the potentially significant cumulative impacts of the Project when considered with other past, present, and reasonably foreseeable future projects in the area.

24. Other Sections

In conformance with the State CEQA Guidelines, the EIR will include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) areas of known controversy, 5) references, 6) organizations/ persons consulted, 6) EIR author and consultants, and 7) appendices.