

From: [Shah, Rina](#)
To: [Aurelia Sanchez](#)
Cc: [Telahun, Bethelhem](#)
Subject: Re: Planning Project-H24-031 And ER 23-153 Warehouse At S. 7th and Alma
Date: Friday, October 25, 2024 11:41:44 AM

Hi Aurelia:

I suggest that you attend this meeting this Monday and voice your concerns. This is a Preliminary Enviro Scope meeting and all concerns/comments will be documented.

Please see the link below to the Community meeting posting:

<https://www.sanjoseca.gov/Home/Components/Calendar/Event/7214/4953>

Thanks,
Rina Shah
Project Manager
City of San Jose

From: Aurelia Sanchez <aureliasanchez@comcast.net>
Sent: Thursday, October 24, 2024 5:50 AM
To: Shah, Rina <Rina.Shah@sanjoseca.gov>
Cc: The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; Reyes, Bryan Jr <Bryan.Reyes@sanjoseca.gov>; Terry Ramos <ramosterry@sbcglobal.net>; torres, rita <readerita@hotmail.com>; ccvalentine24@yahoo.com <ccvalentine24@yahoo.com>; Perry, Sandy <perrysandy@aol.com>; District7 <District7@sanjoseca.gov>
Subject: Planning Project-H24-031 And ER 23-153 Warehouse At S. 7th and Alma

[External Email. Do not open links or attachments from untrusted sources.]

You don't often get email from aureliasanchez@comcast.net. [Learn why this is important](#)

Good morning Rina,

I just finished reading on NextDoor a notice by the City's Planning Department regarding tearing down a warehouse and rebuilding a new building at 1605 S. 7th Street. This will be a 24/7 operation for deliveries.

Please note I live in District 3 but currently have no council member. I am reaching out to you because my neighborhood Spartan Keyes will be heavily impacted by trucks going down S. 7th Street to access the 280. We have big rigs and heavy traffic in our neighborhood especially down S. 7th Street, S. 11th Street and S. 10th Street. This heavy traffic impacts our health because of the noise and smog. In addition, the roads in this area are cracked and in poor condition due to the weight of the big rigs from Star Cement, UPS and others.

I have copied some members of our Spartan Keyes Board to alert them of this project. I have also copied the Mayor's office since he advised he would help residents of District 3 regarding concerns and problems. I ask that the zoom meeting not take place on October 28, 2024 until our Board has time to discuss this matter. I

am also wondering if we can request a noise study and air pollution study and the impact this planned project will have on residents.

Aurelia Sanchez

District 3

Spartan Keyes Neighborhood

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Aurelia Sanchez](#)
To: [Telahun, Bethelhem](#)
Subject: Project H24-031 and ER23-153 Amazon Warehouse
Date: Tuesday, October 29, 2024 6:57:54 AM

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Good morning Bethelhem,

Thank you for the meeting last night and I am emailing you so when the ER report is completed please send me a copy of the report.

On another note, I am wondering if the ER report will have information as to the number of employees Amazon will be expecting to hire and the number of trips that the vans and trucks will be taking each and every day. I again want to say that I am not against the project and I applaud the use of electric vans for delivery but because traffic is very heavy in this area more traffic along S. 7th, S. 10th, and S. 11th will delay vehicles from reaching their destination and cause these vehicles to idle more on these streets causing harm to nearby residents.

Best,

Aurelia Sanchez

Spartan Keyes Neighborhoods

District 3

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: [Patrick Thomas](#)
To: [Shah, Rina](#)
Cc: [Telahun, Bethelhem](#)
Subject: Re: Public Input : Project Nos. H24-031 & ER23-153
Date: Tuesday, October 29, 2024 9:34:48 AM

[External Email. Do not open links or attachments from untrusted sources.]

You don't often get email from patrick.l.thomas82@gmail.com. [Learn why this is important](#)

Thanks Rina. Commentary is below. Additional question : is there (or will there be) a transcript or replay of the meeting available? Thanks, -Patrick

I am writing to express my concerns regarding the proposed last-mile distribution center planned for an 18-acre site near my neighborhood. My residence, on S 7th Street, is located within a half mile of the proposed facility, and I am deeply concerned about the potential negative impacts on our community. I would like to bring the following specific issues to your attention and request that these be considered in any future planning or mitigation efforts.

Traffic Congestion and Road Wear

With my residence located on the only arterial route from highway 280 to the facility, I anticipate a significant increase in traffic volume from delivery trucks and vans. This added congestion will likely lead to prolonged commute times, difficulty in local travel, and increased road wear. Frequent maintenance of these roads will impose additional costs on the city and create temporary disruptions.

Noise and Structural Impact from Traffic on S 7th St

The primary impact on our neighborhood stems from the high volume of large truck traffic along S 7th St., the only route connecting the proposed facility to the highway. This traffic generates continuous noise and vibrations that disrupt our sleep, prevent us from comfortably opening windows, and affect the stability of homes like mine with pier-and-beam foundations. My next-door neighbor and I witness frequent violations of the city ordinance restricting truck traffic between 8 pm and 6 am, as trucks pass by every night after 8 pm and often wake us before 6 am.

The constant exposure to both noise and vibrations has already contributed to visible structural issues in my home. Over recent years, my house has shifted into its foundation, and cracks have developed in the walls and ceilings. I am concerned that the increased truck traffic from this facility will accelerate these structural impacts, leading to further damage and decreased property integrity.

Air Quality and Health Implications

The additional truck and delivery van traffic will result in an increase in emissions and particulate matter, which can degrade air quality and pose health risks to residents. I am particularly concerned for vulnerable community members, such as children and seniors, who may experience adverse effects.

Potential Decline in Property Values

The introduction of a large-scale industrial facility in close proximity to residential areas may negatively impact property values. Many residents have invested substantially in their homes,

and a decrease in property value would be a significant financial burden.

Traffic Safety and Security Concerns

Increased heavy vehicle traffic through residential areas could lead to a higher risk of accidents, endangering both drivers and pedestrians. Additionally, the presence of a 24/7 operation could inadvertently attract unwanted traffic and increase trespassing or other security risks.

While I recognize the city's commitment to supporting economic growth, I urge you to consider these concerns and explore mitigations that could help balance economic and residential interests. Our community deserves thoughtful planning to ensure safety, quality of life, and property protection for residents.

Thank you for your time and attention to these important matters. I look forward to seeing the city take proactive steps to address our community's concerns.

On Tue, Oct 29, 2024 at 8:52 AM Shah, Rina <Rina.Shah@sanjoseca.gov> wrote:

You may provide your written comments via email to us and we will document it.

Thanks,
Rina Shah
Project Manager
City of San Jose

From: Patrick Thomas <patrick.l.thomas82@gmail.com>

Sent: Tuesday, October 29, 2024 8:28 AM

To: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>; Shah, Rina <Rina.Shah@sanjoseca.gov>

Subject: Public Input : Project Nos. H24-031 & ER23-153

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Some people who received this message don't often get email from patrick.l.thomas82@gmail.com. [Learn why this is important](#)

Hi -

I missed the zoom meeting last night for this project at 7th and Alma. I am a resident on S 7th St, along the main arterial route connecting this project to interstate highway 280. I have input I would like to put on the public record.

The calendar event [here](#) mentions more opportunities for public input, but fails to mention any specifics. Can you please provide details on future opportunities for public input or other avenues to voice my concerns?

Thanks,
Patrick

Vermeulen, Daniel

To: Hall, Danae
Subject: 1605 South 7th Street Project NOP Caltrans Response

From: Hall, Danae <Danae.Hall@kimley-horn.com>
Sent: Wednesday, November 20, 2024 3:51 PM
To: Blanford, Taylor <Taylor.Blanford@kimley-horn.com>; Vermeulen, Daniel <Daniel.Vermeulen@kimley-horn.com>; Swinderman, Max <Max.Swinderman@kimley-horn.com>
Subject: FW: 1605 South 7th Street Project NOP Caltrans Response

Danae Hall, AICP (she/her)
Kimley-Horn | 1300 Clay Street, Suite # 900, Oakland, CA 94612
Direct: 408.785.3523

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From: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>
Sent: Thursday, November 14, 2024 5:38 PM
To: Hall, Danae <Danae.Hall@kimley-horn.com>
Subject: FW: 1605 South 7th Street Project NOP Caltrans Response

Cal Trans comment letter attached!

Bethelhem Telahun

Planner | Environmental Review

From: Mathews, Marley@DOT <Marley.Mathews@dot.ca.gov>
Sent: Tuesday, November 12, 2024 3:40 PM
To: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>
Cc: Luo, Yunsheng@DOT <Yunsheng.Luo@dot.ca.gov>; OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>
Subject: 1605 South 7th Street Project NOP Caltrans Response

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You don't often get email from marley.mathews@dot.ca.gov. [Learn why this is important](#)

Hello Bethelhem,

Thank you for the opportunity to review the 1605 South 7th Street Project. Attached you'll find our comment letter for this project. Please feel free to reach out if you have any questions.

Thank you,
Marley Mathews

Associate Transportation Planner (she/her)
D4 Caltrans 510-960-0841

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California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



November 12, 2024

SCH #: 2024100562
GTS #: 04-SCL-2024-01342
GTS ID: 34245
Co/Rt/Pm: SCL/280/R1.385

Bethelhem Telahun, Planner
City of San Jose
200 East Santa Clara St., 3rd Floor
San Jose, CA 95113

Re: 1605 South 7th Street Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Bethelhem Telahun:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 1605 South 7th Street Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the October NOP 2024.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project would demolish the existing structures and would construct an 88,445-square-foot warehouse building with office space and parking. The project is designed to support the “last mile” distribution of packages with including nine loading docks.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

Caltrans looks forward to reviewing the VMT analysis in the DEIR when it is available.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Associate Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yunsheng Luo'.

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



October 16, 2024

Bethelhem Telahun
City of San Jose
200 East Santa Clara St, 3rd Flr Tower
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Bethelhem Telahun,

Thank you for submitting the H24-031 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: <https://www.pge.com/en/account/service-requests/building-and-renovation.html>.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



November 12, 2024

Bethelhem Telahun
City of San Jose
200 East Santa Clara St, 3rd Flr Tower
San Jose, CA 95113

Re: H24-031 ER24-153 1605 South 7th Street Project
1605 South 7th Street, San Jose, CA 95112

Dear Bethelhem Telahun,

Thank you for giving us the opportunity to review the subject plans. The proposed H24-031 is within the same vicinity of PG&E's existing facilities that impact this property.

The H24-031 ER24-153 1605 South 7th Street Project will require the relocation of existing PG&E gas and electric service facilities. The applicant must contact the below resources to apply for the relocation of any existing PG&E gas and electric services that exist on the subject parcel.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at Brian.Callaghan@pge.com.

Sincerely,

Brian Callaghan
Land Management
(925) 204-4074

Vermeulen, Daniel

Subject: Notice of Preparation - 1605 South 7th Street

From: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>
Sent: Thursday, November 14, 2024 5:37 PM
To: Hall, Danae <Danae.Hall@kimley-horn.com>
Subject: FW: Notice of Preparation - 1605 South 7th Street

Hello,

Valley Water comment for the 7th Street Warehouse NOP below.

Thanks,
Bethelhem Telahun

Planner | Environmental Review

From: Benjamin Hwang <BHwang@valleywater.org>
Sent: Tuesday, November 12, 2024 4:27 PM
To: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>
Cc: Raihan Saleh <RSaleh@valleywater.org>
Subject: Notice of Preparation - 1605 South 7th Street

[External Email. Do not open links or attachments from untrusted sources. [Learn more](#)]

You don't often get email from bhwang@valleywater.org. [Learn why this is important](#)

Hi Bethelhem,

Valley Water has received a notice of preparation for the proposed project at 1605 South 7th Street and has the following comment:

Valley Water records indicate there are three destroyed wells within the subject parcel. While Valley Water has records for most wells located in the County, it is always possible for sites to have existing and/or abandoned wells that have not been properly destroyed or identified and included under Valley Water's records. Considering the site is within an area zoned as Heavy Industrial (HI), the EIR should include an assessment of all existing and/or abandoned wells onsite, potential hazardous materials generated during operational activities, and the project's potential impacts to groundwater.

Please let me know if you have any further questions or concerns regarding this project.

Thank you,

BENJAMIN HWANG, P.E.
ASSOCIATE ENGINEER - CIVIL
Community Projects Review Unit
Watershed Stewardship and Planning Division

bhwang@valleywater.org

Tel. (408) 630-3066 | Cell. (408) 510-0768



SANTA CLARA VALLEY WATER DISTRICT
5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

Clean Water · Healthy Environment · Flood Protection

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From: [Hall, Danae](#)
To: [Telahun, Bethelhem](#)
Cc: [Blanford, Taylor](#); [Vermeulen, Daniel](#); [Swinderman, Max](#)
Subject: RE: Public Scoping Comments - File Nos: H24-031 "1605 South 7th Street Project" (Amazon warehouse)
Date: Thursday, November 14, 2024 3:00:20 PM

Thanks, Bethelhem. Confirming receipt of this email.

Danae Hall, AICP (she/her)
Kimley-Horn | 1300 Clay Street, Suite # 900, Oakland, CA 94612
Direct: 408.785.3523
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From: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>
Sent: Thursday, November 14, 2024 2:29 PM
To: Hall, Danae <Danae.Hall@kimley-horn.com>
Subject: FW: Public Scoping Comments - File Nos: H24-031 "1605 South 7th Street Project" (Amazon warehouse)

Hello,

Please see the comment email below for the 7th Street Project NOP.

Thanks,
Bethelhem Telahun
Planner | Environmental Review

From: Jordan Moldow <jmoldow@alum.mit.edu>
Sent: Wednesday, November 13, 2024 4:15 PM
To: Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>
Subject: Public Scoping Comments - File Nos: H24-031 "1605 South 7th Street Project" (Amazon warehouse)

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You don't often get email from jmoldow@alum.mit.edu. [Learn why this is important](#)

Study the significant unavoidable impacts of the Vehicle Miles Traveled traveling to/from this new facility, and all downstream impacts of the Vehicle Miles Traveled. Study the impacts that rubber particulates, oil, and other vehicle emissions will have on the adjacent census tracts, the nearby Coyote Creek corridor, and Kelley Park.

Study the impacts that the warehouse and parking lots would have on Biological Resources, Energy,

Geology & Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, and Utilities and Service Systems.

Please study the short-term and long-term impact of the large amounts of asphalt that will need to be laid for this facility's new parking lots (at a glance, it appears that the warehouse footprint is smaller than the existing building footprints, and the parking lots are larger). The asphalt lots will trap and retain heat, and release it slowly overnight. Study the negative impacts this will have on the nearby Coyote Creek corridor.

Please study the opportunity costs on "Recreation". The increase in vehicle traffic, especially deliver truck traffic, may discourage people from biking/walking on East Alma Avenue and on South 7th Street. And it may discourage people from biking/walking along those routes in order to visit the nearby recreation areas at Kelley Park. Those who do still bike/walk in this area, may be put at greater risk of vehicle collisions, serious injuries, and death. The "Noise and Vibration" is another aspect that may negatively impact "Recreation" in the area.

The project area is nearby to four Vision Zero corridors: Monterey Road, South 10th/11th Street, Senter Road, and Story/Keyes Road. The Amazon delivery trucks will likely make use of these arterial roads, and these heavier trucks will cause worse injuries if they collide into pedestrians. Amazon delivery vehicles also have a higher propensity, compared to regular motor vehicles, to pull over and park on bikeways. This further increases dangers to bicyclists, because they can be hit when attempting to navigate around the illegally parked truck. All of these safety issues should be studied. Amazon should also commit to using active speed limiters in their delivery trucks, and providing clear, regular driver education that parking in bikeways is not allowed.

This project has the opportunity cost of developing a plot of land that could be used for other purposes, such as building a new public park. For this reason, "Recreation" and "Public Services" **should** be studied. Furthermore, Amazon delivery vehicles have a high propensity to pull over and park on bikeways. This increases the load on city services for parking enforcement / traffic enforcement, as well as the costs for 311 and customer service for handling such reports. Again, "Public Services" should be studied.

This project is adjacent to three key bicycle routes identified in the Better Bike Plan 2025: East Alma Avenue, South 7th Street, and a future off-street trail. The project should study, and commit to maintaining any existing Class IV bikeways (if the city builds them first), building the Class IV bikeways that don't yet exist, and providing a land dedication to the city for the future trail segment.

The intersection of South 7th Street and East Alma Avenue is critical both for bicyclists, and for pedestrians walking between the Park and Ride lot, the SJSU facilities, Kelley Park, the sports complexes, etc. The intersection should be upgraded to a protected intersection for bicyclists and pedestrians, to make cars and Amazon vans slow down and take gentler turns at the intersection. Other steps to control vehicle speeds around the Amazon warehouse should also be studied and implemented.

The CEQA analysis must analyze the impact on census tract 5031.22, which has [an Equity Atlas Score](#)

[of 10/10 in San Jose's database](#) and is where the project is located. Adjacent tracts 5031.05, 5032.21, and 5032.13 are also 10/10, and should also be studied. There are other adjacent tracts that also have high equity atlas scores (7/10 and above), and should also be studied. These communities will be negatively impacted by any increases to VMT, emissions, and high-speed, high-mass delivery trucks. And will be positively impacted by improvements to sidewalks, bikeways, protected intersections, and other bike/ped safety infrastructure.

Please also make use of the [Caltrans Transportation Equity Index \(EQI\)](#) to make sure you are studying the impact on nearby Transportation-Based Priority Populations and nearby populations with a high Traffic Exposure, even if those census tracts aren't directly adjacent to the project area.

The environmental study should analyze how the project would impact VMT across the city, not just adjacent to the project area. And how any increases to VMT and other site activities would change the emissions impacts of communities and wildlife living near the project area. The study should acknowledge induced demand for Amazon deliveries (and therefore induced demand for driving), whereby adding efficiencies for delivery may lead to a decrease in shipping prices, which could lead to higher demand for deliveries and a corresponding increase in VMT, and therefore in emissions and other ill effects on the community and the environment. VMT increase from the employees driving to this site should also be studied.

Bicycle parking for employees should be secure bicycle parking (as defined in the city's municipal code). To encourage biking to work and decreasing VMT, there should be space for way more than 18 bicycles.

Amend the traffic circulation project goal to bring it in line with the broader environmental and equity goals of our state, region, and county. VMT must be decreased / remain neutral; or else mitigated to neutral.

Use a holistic travel demand model that (i) incorporates the changed travel demand from this and other planned Amazon delivery expansions throughout the region and county, (ii) uses actual data, and (iii) has a threshold of significance to only accept a decrease in driving throughout the region compared to the no-build alternatives.

The design for the parking lots must meet the city's latest EV reach code for EV Ready and EV capable parking stalls.

Thanks,
Jordan Moldow (speaking on behalf of himself)
San Jose (District 3), CA 95112

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