TRANSPORTATION ANALYSIS

To: Renzel Balance, Development Services Division, City of San Jose (Renzel.Balance@sanjoseca.gov)

From: Bethany Judd, P. Eng (Bethany.Judd@NV5.com)

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Date: September 18, 2024

Re: Transportation Analysis
Last Mile Distribution Center
1605 South 7th Street
San Jose, CA 95112

Project Description

The site is a proposed last-mile distribution facility located at 1605 South 7th Street in San Jose, California. The facility is planned to occupy 88,329 SF of an existing parcel that was previously occupied by various industrial businesses such as, Piedmont Moving Systems, Bartels Moving Systems, Amberwood Products Inc., and Excess Solutions. The primary function of the site is to facilitate delivery of eCommerce goods that are pre-packaged at other offsite sortation centers. Access to the site will be provided via four (4) existing driveways along two roads, East Alma Avenue and South 7th Street. The site will provide 596 parking stalls, including 178 associate stalls and 418 van storage stalls. See Attachment A for the site plan and parking configuration. The facility is expected to generate 1,588 trips per day. Attachment B provides the site-specific trip generation schedule.

California Environmental Quality Act (CEQA) Project Impact Analysis

The City of San Jose's Transportation Analysis Policy, Council Policy 5-1, establishes the threshold for transportation impacts under CEQA based on Vehicle Miles Traveled (VMT) in accordance with California Senate Bill 743 (SB 743). CEQA VMT Analysis Screening Criteria for Development Projects are outlined in Table 1 of the *Transportation Analysis Handbook* (2023). Per the screening criteria, the project would be exempt if it was less than 30,000 square feet of Industrial Use. However, since the planned footprint is 88,329 square feet, the project is not screened out and requires VMT analysis.

The development plans include approximately 8,500 square feet (9.5%) for office space and 78,000 square feet (90.5%) for operational warehouse space. The number of delivery vehicle trips and associated parking stalls, compared to those for employees, suggests intensive use of the warehouse space over the office area. Given the predominance of operation warehouse space, it is reasonable to classify the entire site use as "Industrial Use".

The City has developed the San Jose VMT Evaluation Tool to assess a project's potential Area and Project VMT based on specific attributes. The Area VMT is assigned according to the project location parcel's "place type", a classification derived from Census geography and evaluated in the California Air Resources Board report "Quantifying the Effect of Local Government Actions on VMT". This specific parcel is assigned as a "Suburb with Multifamily Housing" category. Analysis of project VMT was completed utilizing the evaluation tool. The analysis results indicate the existing employment area VMT is 13.11 per employee and the project VMT is 13.1. These figures are below the regional VMT threshold of 16.5, indicating the project is unlikely to produce a VMT impact. The output report is provided in Attachment C.

California Environmental Quality Act (CEQA) Cumulative Analysis

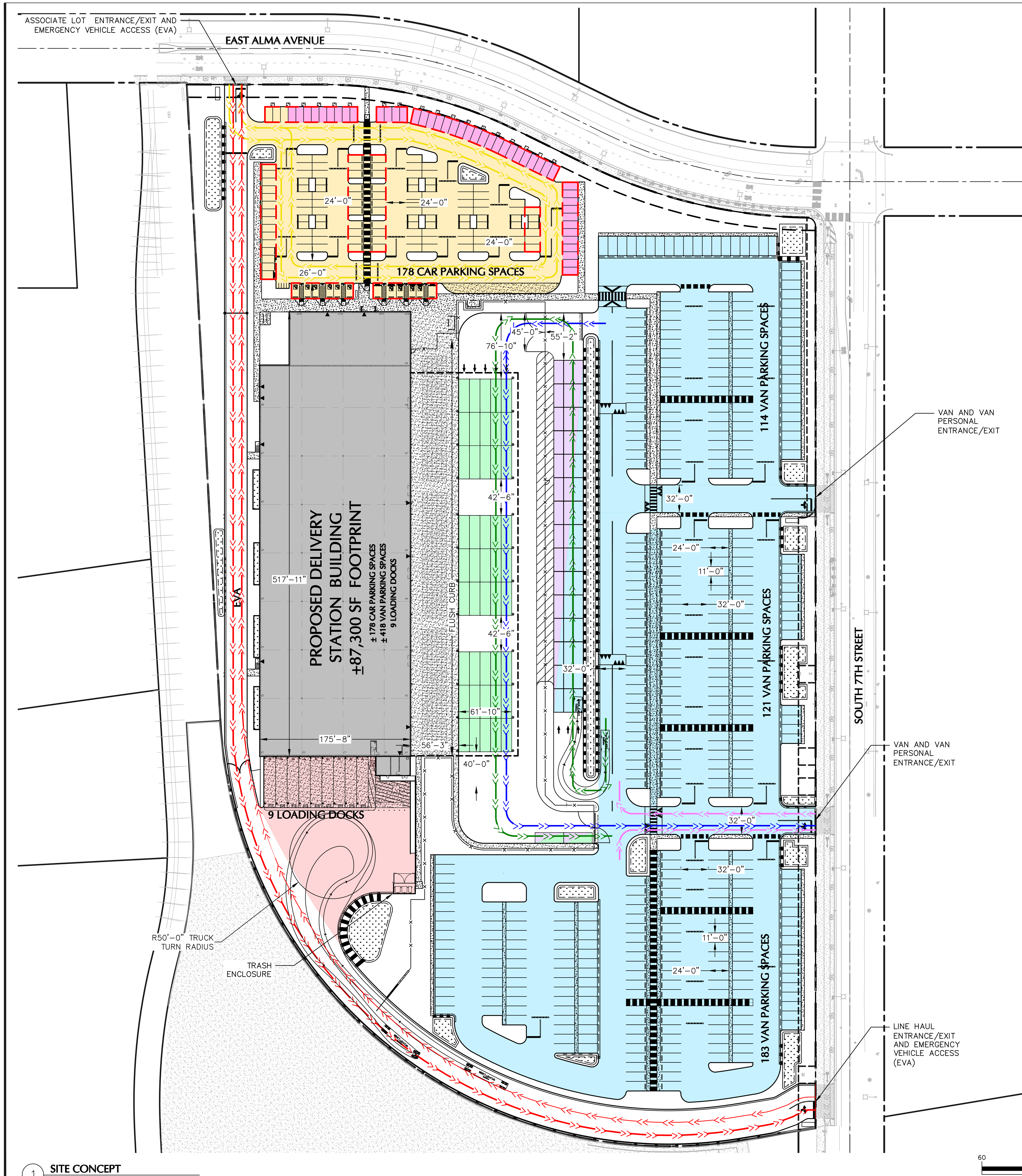
As part of the *Envision San José 2040 General Plan* (General Plan) policies, growth as a regional center for employment and innovation is highly important. *Major Strategy #4 – Innovation/Regional Employment Center* aims to create 382,000 new jobs and achieve a Jobs/Employed Resident Ratio of 1.1/1, while also designating job centers at or near regional transit stations. The proposed Last Mile Distribution Center aligns with this strategy, by providing over 400 jobs, contributing to the planned goal of 382,000. Moreover, the project site is located within 0.5 miles of several transit stops which coincides with the major policy discussed in the San Jose General Plan.

N First Street/Monterey Road, which intersects the project, is designated as a Grand Boulevard per the *Envision San José 2040 General Plan*. The City of San Jose recognizes Monterey Road as a major corridor that meets the Vision Zero Action Plan for increased pedestrian safety and fatality avoidance.
Within a half mile of the project site, the surrounding land use is primarily heavy industrial, commercial, and residential. The General Plan defines the project area as part of the Monterey Business Corridor. The Monterey Business Corridor is classified as an Employment Growth Area, which is expected to support a wide variety of industry types and development forms, including light industrial operations to meet the projected demand. The proposed last-mile distribution center conforms to the General Plan's Growth Area and land use classifications.

Per the General Plan, a Light Industrial use designation carries a Floor Area Ratio (FAR) of 1.5, permitting buildings of one (1) or three (3) stories. The primary function of the project site falls under this category and is planned to be a single-story operational warehouse. Furthermore, the facility supports "Goal LU-6 - Industrial Preservation", by promoting the revitalization of older industrial zones. The repurposing of this parcel, currently housing inactive businesses, is consistent with one of the General Plan's principal objectives.

Overall, the project's density, design, and intended use conform to the goals and policies set forth in the *Envision San José 2040 General Plan.* Therefore, the project is deemed a collective effort to fulfill the General Plan's long-range goals and will result in a less-than-significant impact.

Attachment A
Site Plan



1 SITE CONCEPT

APPROXIMATE LOT AREA = ±17.63 ACRES

ASSOCIATE PARKING LOT (9'X18')	REQUIRED	PROVIDED	GAP
ASSOCIATE STALLS	100	84	16
AMZL MANAGER STALLS	14	14	0
DSP MANAGER STALLS	32	32	0
VISITOR STALLS	3	3	0
VAN DRIVER PERSONAL VEHICLE	45	45	0
ASSOCIATE PARKING LOT TOTAL	194	178	16
TOTAL ACCESSIBLE STALLS*	13	13	0
ACCESSIBLE STALLS (AUTO)[3]	5	5	0
ACCESSIBLE STALLS (VAN)[3]	1	1	0
ACCESSIBLE STALLS (ELECTRIC VEHICLE)[8]	1 VAN[7]/3 STANDARD[7]/3 AMBULATORY[7]	1 VAN[7]/3 STANDARD[7]/3 AMBULATORY[7]	1 VAN[7]/3 STANDARD[7]/3 AMBULATORY[7]
MIN. NUMBER OF EVSE/EV CAPABABLE SPACES[8]	18 EVSE[4]/72 EV CAPABLE[4]	18 EVSE[4]/72 EV CAPABLE[4]	18 EVSE[4]/72 EV CAPABLE[4]
VAN PARKING LOT (11'X24')	REQUIRED	PROVIDED	GAP
VAN STALLS	332	279	53
VAN DRIVER PERSONAL STALLS	100	100	0
VAN BUFFER STALLS	17	17	0
DRIVER TRAINING STALLS	22	22	0
VAN PARKING LOT TOTAL	471	418	53
LOADING & QUEUING AREA	REQUIRED		
VAN QUEUING SPOTS	45	45	0
VAN LOADING SPOTS	45	45	0
TRUCK YARD	REQUIRED		
DOCK DOORS/STALLS	9	9	0
TRAILER PARKING STALLS	0	0	0

(1) ALL DATA REFERENCED FROM CHAPTER 20 - ZONING OF THE SAN JOSE MUNICIPAL CODE

(2) FOR WAREHOUSES IN EXCESS OF 25,000 SF TOTAL GROSS FLOOR AREA. IF INCIDENTAL OFFICE SPACE <15% OF SITE AREA OR 5,000 SF, WHICHEVER IS GREATER, NO ADDITIONAL PARKING NEEDED. **BASED ON "REQUIRED" NUMBER OF SPACES OUTLINED ON PROVIDED APPROVED SITE PLAN

(3) PER CBC SECTION 11B-208.1, ELECTRIC VEHICLE CHARGING STATIONS ARE NOT PARKING SPACES. THEREFORE, THE MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES WAS BASED ON THE 180 NON ELECTRICAL VEHICLE CHARGING STATION SPACES. PER CBC 2019 TABLE 11B-208.2. 151-200 TOTAL PARKING STALLS SHOULD HAVE 7 ACCESSIBLE EV PARKING SPACES. PER CBC 2019 11B-208.2.4, FOR EVERY SIX OR FRACTION OF SIX PARKING SPACES AT LEAST ONE SHOULD BE A VAN PARKING SPACE

(4) PER SAN JOSE REACH CODE FOR NONRESIDENTIAL 10% OF THE TOTAL NUMBER OF PARKING SPACES PROVIDED FOR ALL TYPES OF PARKING FACILITIES SHALL BE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT) AND 40% OF THE TOTAL NUMBER OF PARKING SPACES PROVIDED FOR ALL TYPES OF PARKING FACILITIES SHALL BE EV CAPABLE.

(5) BICYCLE PARKING SPACES REQUIRED IS BASED ON ESTIMATED FULL-TIME EMPLOYEES (1 SPACE PER 10 FULL-TIME EMPLOYEES). FTE IS UNKNOWN AT THIS TIME, THEREFORE BICYCLE PARKING REQUIREMENT MAY CHANGE.

(6) WHEN PART OR ALL OF THE BICYCLE PARKING SPACES REQUIRED FOR A LAND USE IS BASED ON THE NUMBER OF FULL-TIME EMPLOYEES, THAT PORTION SHALL BE PROVIDED IN LONG-TERM BICYCLE PARKING FACILITIES.

(7) PER CBC TABLE 11B-228.3.2.1

(8) ASSOCIATE PARKING SPACES INCLUDE EVSE/EV CAPABLE STALLS IN THE COUNT.

ASSOCIATE TRAFFIC FLOW DIRECTION
DSP/FLEX TRAFFIC FLOW DIRECTION
DSP/FLEX RETURN TRAFFIC FLOW DIRECTION
TRUCK TRAFFIC FLOW DIRECTION
PERSONAL VAN TRAFFIC FLOW DIRECTION

2 TRAFFIC FLOW LEGEND

SITE INFORMATION	
SITE	DFA8
LOCATION	SAN JOSE, CA
LAUNCH YEAR	TBD
BUILDING TYPE	GEN3.1
LAYOUT	2W3F
BUILDING SHELL (GROSS SF)	103,554
OPERATIONAL SPACE (GROSS SF)	78,800±
OFFICE SPACE (GROSS SF)	8,500 ±
TOTAL PLOT SIZE (ACRES)	17.6 ACRES
USABLE ACREAGE (ACRES)	17.6 ACRES
CAPACITY	TBD
SHIPMENTS PER ROUTE	TBD
DISPATCH WAVES	TBD

3 SITE DESIGN INFORMATION

PARKING LEGEND

VAN PARKING

QUEUING (11'-4" x 27'-4")
STANDARD (11' x 24')
LOADING (12'-4" x 38'-10")
BUFFER (11' x 24')
VAN PROBLEM SOLVE (12'-4" x 33'-4")

CAR PARKING

ASSOCIATE (9'x18')
VAN DRIVER PERSONAL (9'x18')

NOTE: DIMENSIONS SHOWN ARE FROM CENTER OF 4" STRIPE TO CENTER OF 4" STRIPE, OR CENTER OF 4" STRIPE TO FACE OF CURB WHERE A STRIPE IS ADJACENT TO A CURB

4 PARKING BREAKDOWN (EXTERIOR LOADING FACILITY)

1 NO AVI TUNNEL INCLUDED

5 DEVIATIONS FROM AMAZON STANDARDS

LANGAN
Langan CA, Inc.
18575 Jamboree Road, Suite 150
Irvine, CA 92612
T: 949.561.9225 F: 949.561.9201 www.langan.com

DFA8

1605 S. 7th Street
San Jose, CA 95112

AMZL DELIVERY STATION

1605 S. 7th Street
San Jose, CA 95112

DESCRIPTION	Δ	DATE

PROJECT STATUS

JOB NUMBER
20-5805-01

DRAWN BY LANGAN
CHECKED BY LANGAN

SHEET TITLE
GEN 3.1 V3 2W3F
CONCEPTUAL SITE PLAN W/O AVI

SHEET NUMBER
C1.10

Attachment B
Trip Schedule

Off - Peak trips

NA Delivery Station operation

	Associates			Flex Drivers			Line-Haul Trucks			DSP Drivers			DSP Vans			Total		
Time	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
0:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
1:00	100	0	100	0	0	0	1	1	2	0	0	0	0	0	0	101	1	102
1:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
2:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
2:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
3:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
3:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
4:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
4:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
5:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
5:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
6:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
6:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
7:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
7:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
8:00	9	0	9	0	0	0	0	1	1	0	0	0	0	0	0	9	1	10
8:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
9:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
9:30	0	0	0	0	0	0	0	1	1	90	0	90	0	0	0	90	1	91
10:00	0	37	37	0	0	0	0	0	0	45	0	45	0	45	45	45	82	127
10:30	0	0	0	0	0	0	0	0	0	90	0	90	0	45	45	90	45	135
11:00	0	0	0	0	0	0	0	0	0	20	0	20	0	90	90	20	90	110
11:30	0	0	0	0	0	0	0	0	0	20	0	20	0	45	45	20	45	65
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	39	39	0	39	39
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14
14:00	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	9	9	23	0	23	0	0	0	0	0	0	0	0	0	23	9	32
17:00	0	0	0	52	23	74	0	0	0	0	0	0	0	0	0	52	23	74
17:30	0	0	0	0	52	52	0	0	0	0	0	0	0	0	0	0	52	52
18:00	0	14	14	0	0	0	0	0	1	0	0	0	0	0	0	0	14	15
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	1	0	1	0	0	0	45	0	45	46	0	46
20:30	0	0	0	0	0	0	1	0	1	0	90	90	45	0	45	46	90	136
21:00	0	0	0	1	1	2	1	0	1	0	45	45	90	0	90	92	46	138
21:30	0	0	0	0	0	0	1	0	1	0	90	90	45	0	45	46	90	136
22:00	0	0	0	0	0	0	1	1	1	0	20	20	39	0	39	40	21	60
22:30	0	4	4	0	0	0	1	1	1	0	20	20	0	0	0	1	25	25
23:00	37	0	37	0	0	0	1	1	1	0	0	0	0	0	0	38	1	38
23:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1
Total	164	164	328	75	75	150	26	26	52	265	265	530	264	264	528	794	794	1588

SC/C1 Shift:	1:20 AM	13:50 PM	100	Assoc.	24%
Managers Shift:	9:00 AM	7:30 PM	37	Assoc.	9%
PFSD Shift:	2:00 PM	6:00 PM	14	Assoc.	3%
RTS Shift:	4:00 PM	10:30 PM	4	Assoc.	1%
Drivers:	5:40 AM	10:45 PM	264	Drivers	63%

Attachment C
VMT Evaluation Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Last Mile Distribution Center — Tool Version: 2/29/2019

Location: 1605 South 7th Street — Date: 7/24/2024

Parcel: 47708001 — Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces — Vehicles: 596 — Bicycles: 0

LAND USE:

Residential:			Percent of All Residential Units	
Single Family	0	DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0	DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0	DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	8.5	KSF		
Retail:	0	KSF		
Industrial:	78.8	KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	8	
With Project Density (DU/Residential Acres in half-mile buffer)	8	

Increase Development Diversity

Existing Activity Mix Index	0.84	
With Project Activity Mix Index	0.85	

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0	%
Very Low Income BMR units	0	%
Low Income BMR units	0	%

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	14	
With Project Density (Jobs/Commercial Acres in half-mile buffer)	14	

Tier 2 - Multimodal Infrastructure

Bike Access Improvements *(In Coordination with SJ)*

Distance to Nearest Existing Bicycle Facility	15	feet
Distance to Nearest Bicycle Facility With Project	15	feet

Increase Transit Accessibility *(In Coordination with SJ)*

Distance to Closest Transit Stop Without Project	2640	feet
Distance to Closest Transit Stop With Project	2640	feet

Pedestrian Network Improvements *(In Coordination with SJ)*

Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.