

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
TTY 711  
www.dot.ca.gov



*Making Conservation  
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Governor's Office of Planning & Research

July 21, 2020

**Jul 21 2020**

**STATE CLEARINGHOUSE**

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GTS # 04-SCL-2020-00760  
GTS ID: 19779  
PM: SCL-280-R2.347

Meenaxi Raval  
City of San Jose  
200 E Santa Clara Street  
San Jose, CA 95113

**Woz Way Project- Notice of Preparation (NOP) for the Supplement Environmental Impact Report (SEIR)**

Dear Meenaxi Raval:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Woz Way Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the June 2020 NOP for the SEIR.

**Project Understanding**

The project includes a General Plan Amendment to change the land use designation from Public/Quasi Public to Downtown (DT), and a Site Development Permit to demolish 16 existing single-family homes and construct two, 20-story, 297-foot tall office towers, totaling approximately 1.8 million square feet (s.f.). The office towers are comprised of approximately 6,100 s.f. of retail space and 1.25 million s.f. of office space with four levels of underground parking and four levels of above ground parking, totaling of 1,251 parking spaces.

The primary entrance to the north tower lobby is provided from Woz Way and also via the internal driveway. The primary entrance to the south tower lobby is provided from the internal driveway. Vehicle ingress and egress to all parking

areas is provided via the internal driveway, on the north side of the south tower, and via a driveway on Almaden Boulevard.

The approximately 3.08-acre project site is located at the south corner of South Almaden Boulevard and Woz Way, immediately adjacent to Interstate (I)-280. It is located within the Priority Development Area identified in the Plan Bay Area 2040 and within the Transit Priority Areas defined in the California Public Resources Code, Section 21099.

### **Hydraulics**

Please include a discussion of the floodplain, the potential changes to the drainage pattern and surface features, and the potentially adverse impact(s) to the Guadalupe River as well as to the existing State drainage facilities.

### **Landscape Architecture**

Please note that several mature trees in the planted area between the Caltrans Right of Way (ROW) line and the roadway along the I-280 onramp serve to screen the highway from the surrounding area, some of which are likely to be damaged during construction. Landscape and irrigation in this area need to be protected during construction. Any trees or irrigation damaged due to construction must be replaced per Caltrans Replacement Highway Planting Policy. Please see Caltrans Project Development Procedures Manual, Chapter 29 for more information at <https://dot.ca.gov/programs/design/manual-project-development-procedures-manual-pdpm>.

### **Highway Operations**

The project is located near State Route (SR)-87 and I-280. The Traffic Impact Analysis report shall include traffic operations and mobility assessment of SR-87 and I-280 in the project vicinity. The report shall also include project trip generation and distribution. Please include the following freeway segments and ramps in the traffic analysis:

- I-280: from I-880 to US-101 on both directions
- SR-87: from I-880 to Almaden Expressway on both directions

In addition, the project applicant shall perform queuing analysis for the ramp terminal intersections. Traffic operations analysis and observations on both on- and off-ramps shall perform within the identified freeway segments.

Vehicle queues due to the project added traffic shall be accommodated within the off-ramps and freeway traffic shall not be impacted. If the project

generated traffic impacts ramp operations, impacts shall be mitigated or allocate a fair share fee for the mitigation. The project applicant shall coordinate with the City of San Jose and Caltrans for the proposed mitigation measures if there are any impacts due to the project.

### **Travel Demand Analysis**

Please submit a travel demand analysis that provides a Vehicle Miles Travel (VMT) analysis resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. The travel demand analysis should include:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the State Transportation Network (STN). Ingress and egress for all project components should be clearly identified. Clearly identify the State ROW. Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

### **Lead Agency**

As the Lead Agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities, including the sidewalk and curb, must meet American Disabilities Act (ADA) Standards as well as other Caltrans Standard Plan after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Yunsheng Luo at [Yunsheng.Luo@dot.ca.gov](mailto:Yunsheng.Luo@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact [ldigr-d4@dot.ca.gov](mailto:ldigr-d4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

cc: State Clearinghouse