

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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*Making Conservation
a California Way of Life.***Governor's Office of Planning & Research****Apr 14 2021****STATE CLEARINGHOUSE**

April 14, 2021

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Adam Petersen, Environmental Project Manager
City of San Jose, Department of Planning, Building and Code Enforcement
200 E. Santa Clara Street, T-3
San Jose, CA 95113

Re: Woz Way Project – Draft Supplemental Environmental Impact Report (SEIR)

Dear Adam Petersen,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 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 February 2021 Draft 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 10,100 s.f. of retail space and 1.22 million s.f. of office space.

This 3.08-acre project site is located at the south corner of South Almaden Boulevard and Woz Way, immediately adjacent to the Interstate (I)-280 on-ramp at Almaden Blvd. It is located within the Priority Development Area identified in Plan Bay Area 2040 and within the Transit Priority Area defined in the California Public Resources Code, Section 21099. Also, this project is located within the city's Downtown Growth Area Boundary, for which the Downtown Strategy 2040 Final Environmental Impact Report (FEIR) has been completed and approved.

Travel Demand Analysis

Caltrans commends the project applicant in preparing and implementing a TDM program to reduce overall trip generation, reduce single occupancy vehicle (SOV) trips to and from the project and encourage alternative transportation modes. The proposed TDM measures should be documented with annual monitoring reports to demonstrate effectiveness.

Regarding vehicle queues, project added traffic shall be accommodated within the ramps and freeway traffic shall not be impacted. The Local Transportation Analysis indicates a project impact on the Almaden/I-280 North Bound (NB) Ramp during AM Peak Hour. Traffic impacts generated from the project that impact ramp operations 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 to mitigate any potential impacts.

A potential fair share allocation could go towards improvements to bicycle and pedestrian mobility. Caltrans recommends removing the slip lane at the I-280/Almaden Blvd and squaring up the intersection, and upgrading the Class II Bike Lane to Class IV along the project boundary, which is also identified in the San Jose better Bike Plan 2025.

Hydraulics

This project is within Zone X, 0.2-percent-annual-chance flood hazard, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 06085C0234H, effective on May 18, 2009. However, the report states that the project site is within Zone X, an area of minimal flood hazard. Please revise the report and ensure this to be reflected in the analysis.

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, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Adam Petersen, Environmental Project Manager
April 14, 2021
Page 3

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the Right-of-Way (ROW) requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards 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 package, digital set of plans clearly delineating the State ROW, digital copy 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. Your application package may be emailed to D4Permits@dot.ca.gov.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

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. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,

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

MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse