

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING Governor's Office of Planning & Research

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**Sep 29 2020****STATE CLEARINGHOUSE***Making Conservation
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September 29, 2020

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Maira Blanco, Environmental Project Manager
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113

The Mark Residential Tower Project – Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (SEIR)

Dear Maira Blanco:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mark Residential Tower 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 August 2020 NOP.

Project Understanding

The project would demolish three residential structures totaling approximately 7,427 square feet (s.f.) and construct a 21-story multi-family residential building consisting of 222 dwelling units. The project would be programmed for student living and provide 95 parking spaces in four levels of stackers, including one basement level, and 60 bicycle spaces on-site.

The project is located at 459-485 South Fourth Street in Downtown San Jose, in close vicinity of Interstate (I)-280. It is located within the Downtown Growth Area Boundary, for which an EIR, *Downtown San Jose Strategy Plan 2040*, has been completed and approved.

Travel Impact 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 Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#).

If the project meets the screening criteria established in the City's adopted VMT policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include the following:

- 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.

Highway Operations

Due to the project located within in close vicinity to I-280, a transportation analysis should be prepared to identify any potentially adverse impacts on the State Highway facilities. To determine the potential impact(s), please provide the following information for the proposed development on the local and regional roadway system: vehicular trip generation, trip distribution, and trip assignment estimates. The traffic analysis should also include freeway segments,

ramp intersections and queuing analysis for the following ramp terminal intersections adjacent to the project site: I-280 Southbound (SB) off-ramp to E. Virginia Street, I-280 Northbound (NB) off-ramp to 7th Street, I-280 NB on-ramp from 4th Street, and I-280 SB on-ramp from 1st Street.

Vehicle queues due to the added traffic generated by the proposed project shall be accommodated within the ramps and the freeway traffic shall not be impacted. If the traffic impacts ramp operations, the impacts shall be mitigated, or a fair share fee shall be allocated for the mitigation.

Lead Agency

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

Construction-Related Impacts & Encroachment Permit

Please be advised that any temporary traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. Potential impacts to the State ROW from project-related temporary access points should be analyzed. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit issued by Caltrans. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN. For more information, and to apply, visit:

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

Maira Blanco, Environmental Project Manager
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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. 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 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