

California Department of Transportation

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



Governor's Office of Planning & Research

April 25, 2022

Apr 22 2022

STATE CLEARINGHOUSE

SCH #: 2020100005
GTS #: 04-SCL-2020-01034
GTS ID: 19260
Co/Rt/Pm: SCL/85/4.1

Reema Mahamood, Planner III
City of San Jose
200 E. Santa Clara Street
San Jose, CA 95113

Re: Blossom Hill Station Mixed-Use Project Draft Environmental Impact Report (DEIR)

Dear Reema Mahamood:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Blossom Hill Station Mixed-Use 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 March 2022 DEIR.

Project Understanding

The project proposes to construct a six-story mixed-use building with approximately 22,595 square feet of commercial space and up to 239 market-rate multi-family residential units. The project would also include construction of a six-story multi-family residential building with 89 affordable units, reconfiguration of the Santa Clara Valley Transportation Authority (VTA) surface parking lot and station entrance, removal of 52 ordinance-sized trees, and improvements to the Canoas Creek trail adjacent to the project site.

Travel Demand Analysis

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have significant unavoidable VMT impact. Caltrans commends the Lead Agency in developing the Transportation Demand Management (TDM) Plan to reduce VMT. The proposed measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness.

Multimodal Improvements

3.17.1.2 *Existing Conditions, DEIR, Figure 3.17-1 and Appendix H, Transportation Impact Analysis, Figure 5.* These figures only identify existing Class II Bike Lanes. please add Class I bike paths, the 87 trail, the Guadalupe River Trail and the Martial Cottle Park Trail, consistent with the diagram on page 39 of the San Jose Better Bike Plan 2025.

3.17.1.1 *Regulatory Setting, DEIR, Pedestrian and Bicycle Facilities and Appendix H, Transportation Impact Analysis, Existing Bicycle Facilities.* Please include a reference to Class IV bikeways. Additionally, please refer to the Martial Cottle Park Trail when discussing the surrounding bicycle facilities.

2.0 *Project Information and Description, DEIR, Figure 2.2-4.*

Caltrans recommends the protected bike lane along Blossom Hill Road extend into the street intersection approaching the State Route (SR)-85 off ramp. The Lead Agency may consider placing the bike lane closer to the sidewalk and reducing the sidewalk and bulb out width at the intersection to accommodate a protected bike lane leading up to the Blossom Hill and SR-85 off ramp intersection. A protected intersection corner island along the south-west corner of the intersection could mitigate bike/vehicle right turn conflicts. High visibility crosswalks are also recommended along all crosswalks near the site. A pedestrian refuge island with a nose at the east leg of the Blossom Hill Rd. and Indian Ave. intersection would further accommodate pedestrian safety.

The following bicycle improvement is recommended to reduce impacts to the State Transportation Network (STN):

- Upgrade bikeways on Blossom Hill Rd from a Class II facility to a Class IV facility, as depicted in the San Jose's Better Bike Plan 2025.

There is sufficient room along Blossom Hill to accommodate a Class IV facility without removing any travel lanes. Consider the limits of the upgrade to be from Cahalan Ave to Snell Ave. The project already proposes upgrading the bike lane to a Class IV on Blossom Hill Rd. directly in front of the development. Continuing this improvement will more seamlessly connect it to the surrounding neighborhood and provide better bikeway connectivity.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. 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 STN.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. 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 Caltrans' 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.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Reema Mahamood, Planner II
April 25, 2022
Page 4

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-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 tail stroke extending to the right.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse