

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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Governor's Office of Planning & Research

Making Conservation
a California Way of Life.**July 16 2021****STATE CLEARINGHOUSE**

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Cassandra van der Zweep
Environmental Project Manager
City of San Jose
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

Re: 550 E. Brokaw Project – Notice of Preparation (NOP) for Draft Environmental Document (DEIR)

Dear Cassandra van der Zweep:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 550 E. Brokaw 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 2021 NOP.

Project Understanding

The project is located in San Jose, CA between East Brokaw Road, Junction Avenue, and Interstate (I)-880. The proposed project would demolish an existing commercial building and a surface parking lot to allow for the construction of seven office buildings, and two parking garages.

Travel Demand 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 will assess this project's Transportation Impact Study (TIS), please review Caltrans' Transportation Impact Study Guide ([link](#)).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (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 alignment 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

Given the project's proximity to I-880 and US-101, Caltrans recommends the inclusion of a traffic analysis in the TIS for potential impacts along the following freeway segments:

- Freeway segments on I-880 from SR-87 to Montague Expressway in both directions; and
- Freeway segments on US-101 from I-880 to San Tomas Expressway in both directions.

Additionally, please perform a queuing analysis for potential impacts on the following ramps and corresponding intersections:

- Route 880
 - NB on-ramp from E. Brokaw Road
 - NB off-ramp to E. Brokaw Road
 - SB off-ramp to O'Toole Avenue

- SB on-ramp from E. Brokaw Road
- Route 101
 - NB on-ramp from E. Brokaw Road
 - NB off-ramp to E. Brokaw Road
 - SB on-ramp from N. 1st Street
 - SB off-ramp to Airport Parkway

Vehicle queues due to project-added traffic shall be accommodated within the ramps and freeway traffic shall not be impacted. If the project generated traffic impacts ramp operations, impacts shall be mitigated, or a fair share fee shall be allocated for mitigation. The project applicant shall coordinate with the City of San Jose and Caltrans for any proposed mitigation measures.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

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. Any storm runoff generated by the development shall not encroach on the State ROW and shall be discharged to a suitable storm drainage system. 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 I-880 and US-101.

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.

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 the 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 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 Llisel Ayon at Llisel.Ayon@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG

District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse