

# California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660  
[www.dot.ca.gov](http://www.dot.ca.gov)



Governor's Office of Planning & Research

**Dec 13 2022**

December 12, 2022

**STATE CLEARINGHOUSE**

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City of San José, Department of Planning, Building and Code Enforcement  
Attn: Kara Hawkins, Environmental Project Manager  
200 East Santa Clara Street, 3rd Floor Tower  
San José, CA 95113-1905

## **Re: Santana Row Master Plan Update Project Notice of Preparation (NOP) for a Draft Environmental Impact Report DEIR**

Dear Kara Hawkins:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 November 2022 NOP.

### **Project Understanding**

This project calls for rezoning to modify the development standards to allow up to approximately 2,780,000 square feet of office and commercial square footage (existing and proposed), establish new maximum height limits, allow late night use, and allow approximately 2,150 new parking spaces on an approximately 42.53 gross acre site. The site is adjacent to Interstate (I)-280.

### **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 assesses Transportation Impact Studies, 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 traffic safety issues to the State Transportation Network (STN) may be assessed by Caltrans via the Interim Safety Guidance ([link](#)).
- 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.

### **Mitigation Strategies**

Should the project induce transportation impacts, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. Additionally, consider implementing or contributing their fair share to the following improvements to increase bicycle/pedestrian connectivity and to reduce VMT impacts:

- Contribute to the I-280 Winchester Blvd Interchange Improvements project, a VTA/Caltrans project currently going through environmental review. The project will improve vehicle operations, replace/improve the Monroe Pedestrian Overcrossing and improve bicycle and pedestrian access and connectivity at Winchester Blvd and Trish Way. The project is currently partially funded.  
<https://www.vta.org/projects/i-280winchester-boulevard-interchange-improvements>;
- Incorporate site improvements such as including bicycle parking (bike racks and bicycle lockers) and incorporating shade trees and landscaping that positively contribute to walkability and a comfortable pedestrian environment;

- Upgrade Winchester Blvd from a Class II bike lane to a Class IV protected bikeway, a project identified in the City of San Jose's bike plan as part of their priority network;
- Install Class IV protected bikeway on Stevens Creek Blvd, a project identified in the City of San Jose's bike plan as part of their priority network;
- Improve the intersection of Winchester Blvd/ Stevens Creek Blvd. Consider the removal of the current pork chop islands (slip lanes) that increase pedestrian crossing distance and increase right turn vehicle speeds.

### **Construction-Related Impacts**

Potential impacts to Caltrans' 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 State Transportation Network (STN).

### **Utilities**

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

### **Hydrology**

Please demonstrate that water runoff from the proposed project is contained (intercepted and connected to a suitable Storm water drainage system) within the property and does not encroach Caltrans' ROW.

### **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

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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](mailto: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>.

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](mailto:LDR-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 extending to the right.

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse