California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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www.dot.ca.gov

December 14, 2022

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Lillian VanHua, Senior Planner
City of Milpitas/County of Santa Clara
455 East Calaveras Boulevard
Milpitas, CA 95035

Re: Pulte Homes Residential Development at 1355 California Circle- Notice of
Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Lillian VanHua:

Thank you for including the California Department of Transportation (Caltrans) in the
environmental review process for the Pulte Homes Residential Development. 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
The proposed project would include the development of up to two hundred and six
(206) new residential units on a 6.69-acre site located at 1355 California Circle. The
project is adjacent to Interstate (I)-880.

Transportation 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 (*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;
- 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.

Mitigation Strategies
Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' Smart Mobility Framework Guide 2020 (*link*), the proposed project site is identified as a suburban community/area which generally have moderate to weak community design elements and can vary in terms of regional accessibility. Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area.

Additionally, please consider implementing or contributing the project's fair share to the following improvements to increase bicycle/pedestrian connectivity and reduce VMT impacts:

- Incorporate site improvements such as including bicycle parking (indoor bike parking for the apartment building units), incorporate sidewalks that are at least 8 ft wide and incorporating shade trees and landscaping that positively contribute to walkability and a comfortable pedestrian environment; and
- Coordinate with the City to contribute to nearby bikeway and pedestrian improvements such as improvements to the Penitencia Creek Trail improvement identified in the Milpitas Trail, Pedestrian and Bicycle Master Plan, including trail access improvements and trail expansion. https://www.milpitas.gov/wp-content/uploads/2022/10/Milpitas_FinalPlan_20221017-Errata.pdf;

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' right of way (ROW).

Construction-Related Impacts
Potential impacts to Caltrans' 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.

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. Additionally, the Caltrans Complete Streets policy and Equity goals should be taken into consideration, including ensuring safe access and use by all users and integrating the local public transit access plans, bike path routing and pedestrian facilities.

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.

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,

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse