

# California Department of Transportation

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OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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Bethelhem Telahun, Planner  
City of San Jose  
200 East Santa Clara St., 3rd Floor  
San Jose, CA 95113

Governor's Office of Planning & Research

**Apr 17 2023**

**STATE CLEARINGHOUSE**

## **Re: 1535-1575 Industrial Avenue/ Fairfield Inn and Suites Project - Draft Initial Study/Mitigated Negative Declaration (IS/MND)**

Dear Bethelhem Telahun:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 1535-1575 Industrial Avenue/ Fairfield Inn 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 2023 draft IS/MND.

### **Project Understanding**

Project proposes to demolish five existing commercial structures and construct a new five story 124,345 square foot hotel. The new hotel will have 120 guestrooms and various amenities, including an outdoor pool, fitness center, rooftop deck, and a restaurant area. A sixth existing structure, close to the western boundary of the project site would be retained and converted into a staff room and storage area. The parking lot would also contain 99 parking spaces, a trash enclosure and outdoor lighting for security purposes. The site will be rezoned from Heavy Industrial (HI) to Heavy Industrial (HI) PD-Planned Development. I-880 is adjacent to the proposed project site.

### **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](#)).

The project's Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City of San Jose's VMT policies. Per the IS/MND, this project is found to have significant VMT impact.

### **Mitigation Strategies**

Caltrans acknowledges the two sets of mitigation measures proposed in the project's Transportation Impact Analysis. We support the conditions of approval that include the mitigation measures listed; traffic calming measures and commute trip reduction education. We encourage the use of Fair Share compensation to improve the pedestrian and bicycle network in the area to support safe multi-modal transportation options.

Please consider other strategies to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT.

- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- VMT Banking and/or Exchange program
- Location of project near bicycle network;
- Incorporation of bicycle lanes in street design;
- Pedestrian network improvements;
- Ridesharing programs, Commute Trip Reduction programs, bike sharing programs;
- Transit and trip planning resources such as a commute information kiosk;

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, refer to the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity ([link](#)).

**Transportation Impact Fees**

Per the IS/MND recommendations, the project has identified the US-101/Oakland/Mabury Transportation Development Policy traffic impact fee as applicable. 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.

**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.

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,



YUNSHENG LUO  
Acting District Branch Chief  
Local Development Review

c: State Clearinghouse