

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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Maira Blanco, Planner  
200 East Santa Clara St., 3rd Floor  
San Jose, CA 95113

### **Re: 350 West Trimble Road Project - Draft Initial Study/Mitigated Negative Declaration (IS/MND)**

Dear Maira Blanco:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 350 W. Trimble Road 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**

This project proposes to rezone the project, remaining within the San Jose General Plan constraints for the Industrial Zoning, and construct a 50-foot high, 208,000-square-foot manufacturing and assembly building, surface parking, associated landscaping, and removal of 57 trees on an approximately 11-acre site. The project site is approximately 0.5 miles from Highway 101.

#### **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 Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory and the City of San Jose's VMT guidance. Per the IS/MND, this project is found to have a significant VMT impact based on the Industrial Employment Uses Criteria.

### **Mitigation Strategies**

Caltrans acknowledges the mitigation measures proposed in the project's Transportation Impact Analysis. We support the conditions of approval that include the mitigation measures listed, including the pedestrian infrastructure improvement. 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.

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 California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity ([link](#)).

### **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.

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