

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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Nhu Nguyen, Planner I  
City of San Jose  
200 East Santa Clara St., 3rd Floor  
San Jose, CA 95113

### **Re: General Plan Amendment and Planned Development Rezoning for the Coleman and Heading Commercial Development Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)**

Dear Nhu Nguyen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the General Plan Amendment and Planned Development Rezoning for the Coleman and Heading Commercial Development 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 Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the August 2023 NOP.

#### **Project Understanding**

The proposed project is a General Plan Amendment to change the land use designation of the project area from Open Space, Parkland, and Habitat to Combined Industrial Commercial and the other existing land uses to Planned Development Zoning District with exceptions in order to be in accordance with the Federal Aviation Association Inner Safety Zone regulations. This project site is close to I-880 and State Route (SR)-87.

## **Aeronautics**

One of the goals of the Caltrans Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions (ALUC) or their equivalent, to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq.

The proposed project parcels are in the Inner Safety Zone of the Norman Y. Mineta San Jose International Airport, established by the Santa Clara County ALUC pursuant to Section 21675(c). Therefore, the proposed project must adhere to the safety criteria and restrictions of the safety zone defined in the Airport Land Use Compatibility Plan formed by the ALUC pursuant to the PUC, Section 21674 and Section 21676 and is subject to review authority by the ALUC.

The NOP addresses the restrictions and compatibility criteria for the Inner Safety Zone defined in the Comprehensive Land Use Plan for the San Jose International Airport, which includes land use restrictions, density restrictions, structure heights, and noise compatibility. These locations require the utmost protection due to their highest order of exposure to potential aircraft accidents. Therefore, while there may be many suitable uses that meet the compatibility requirements, it is recommended that any proposed land uses meet the maximum safety standards for the site location.

ALUC is responsible for assessing potential risk to aircraft and persons in airspace and people occupying areas within the vicinity of the airport. The Lead Agency must submit its plans to the ALUC for a consistency determination according to the State Aeronautics Act's statutory procedure. The Airport Land Use Compatibility Plan (ALUCP) is crucial in minimizing noise nuisance and safety hazards around airports while promoting the orderly development of airports, as declared by the California Legislature.

## **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.

### **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, please contact Marley Mathews, Transportation Planner, via [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov). For future early coordination opportunities or project referrals, please contact [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,



YUNSHENG LUO  
Branch Chief, Local Development Review

c: State Clearinghouse