

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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August 30, 2024

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Cindy McCormick, Planning Manager
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

Re: Ren Fu Villa Residential Project – Mitigated Negative Declaration (MND)

Dear Cindy:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Ren Fu Villa Residential Project. 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 July 2024 MND.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project consists of subdividing the parcel to create 54 lots as well as a club house and new street infrastructure. The project site is about two miles away by road of United States Route 101 (US-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 Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per

the MND, this project is found to have significant VMT impact. Please consider measures to mitigate the project's impact to Vehicle Miles listed in the section below.

Mitigation Strategies

Caltrans Smart Mobility Framework Guide defines a place type based on four physical elements: built form, land use, mobility options, and people. Using the Smart Mobility Framework Mapping Application 2022 ([link](#)), the proposed project area is identified as a suburban community that typically consists of primarily lower density residential areas with a high proportion of detached housing. Some retail and services uses are interspersed in the area, but there is little mixing of housing with commercial uses. Street network often have poor pedestrian and bicycle connectivity. There are low levels of transit service, large amounts of surface parking, and inconsistent pedestrian networks.

We encourage the project applicant to develop and implement an effective Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. 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 also consider the measures listed below are quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Provide Electric Vehicle Charging Infrastructure
- Provide Secure Bike Parking
- Provide Pedestrian Network Improvement
- Construct or Improve Bike Facility
- Dedicate Land for Bike Trails

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Associate Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Cindy McCormick, Planning Manager
August 30, 2024
Page 3

Sincerely,

Marley Mathews

MARLEY MATHEWS
Acting Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse