

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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Governor's Office of Planning &amp; Research

**JUNE 28 2019***Making Conservation  
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June 28, 2019

SCH # 2019050020  
GTS # 04-SCL-2019-00593  
GTS ID: 15784  
SCL-280- 2.208Kara Hawkins  
San Jose Public Works  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113-1905**Almaden Office Project – Notice of Preparation**

Dear Kara Hawkins:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Santana West Development Local Transportation Analysis (LTA). In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the May 2019 Notice of Preparation (NOP). The project is accessed from SR 87 using the San Carlos Street/Auzerais Avenue off-ramp, adjacent to the project.

***Project Understanding***

As proposed, the project would remove the existing parking lot and develop an approximately 2.6 million square foot building with approximately 2,111,000 square feet of office space in two towers (North Tower and South Tower). The North Tower (approximately 860,000 square feet) would have a maximum height of 289 feet to the parapet (up to 17 stories) with approximately 11,110 square feet of ground floor amenity/food and beverage space. The South Tower (approximately 1,251,000) would have a maximum height of 296 to the parapet (up to 17 stories) with approximately 24,100 square feet of ground floor amenity/food and beverage space. The project would include privately-owned/publicly accessible open space and proposes improvements in the public right-of-way along the Guadalupe River. Both buildings would be connected via a podium building on floors one to five and would have a combined total floor area ratio (FAR) of approximately 13.6. The project proposes three levels of below-grade parking with up to 1,815 parking spaces. Vehicular access to the site is proposed via two driveways on South Almaden Boulevard and one driveway along Woz Way. The proposed driveway on Woz Way would be located adjacent to the Guadalupe River trail.

### ***Vehicle Trip Reduction***

From Caltrans' *Smart Mobility: A Call to Action for the New Decade*, the project site is identified as being in **Place Type 1a: Urban Core** where location efficiency factors, such as community design, are strongest and regional accessibility is strongest. The measures listed below will promote smart mobility and reduce regional VMT.

- Preferential parking for carpools and vanpools;
- Participation in a Guaranteed Ride Program;
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicles;
- Employee carpool matching services;
- Parking for car sharing vehicles;
- Project design to encourage walking, bicycling and convenient transit access;
- Providing transportation and commute information kiosk(s);
- Provide telework options;
- Limiting or eliminating parking supply;
- Designated bicycle parking;
- Bike lockers and bike racks;
- Showers and clothes lockers for bicycle commuters;
- Charging stations and designated parking spaces for electric vehicles;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

### ***Multimodal***

Multimodal access including transit, bike, and pedestrian should be encouraged. Fair share contributions need to be considered for projects potentially affecting the STN. Two projects are identified in the MTC's Regional Transportation Plan 2040:

- SR-87 Express Lanes: I-880 to SR-85 (17-07-0082)
- I-280 Express Lanes: US-101 to Magdalena (17-07-0084)

### ***Active Transportation***

The Caltrans *District 4 Bike Plan* (Plan) for the San Francisco Bay Area was developed within the framework of *Toward an Active California*, the California State Bicycle and Pedestrian Plan. This framework includes an overall vision, goals, objectives, and strategies to improve bicycle safety and mobility throughout the State. The Plan, the first of its kind in the State, evaluates bicycle needs on and across the Bay Area's State transportation network and identifies infrastructure improvements to enhance bicycle safety and mobility and remove some of the barriers to bicycling in the region. This Plan will guide District 4 and its partners to develop an integrated bicycle network for the Bay Area.

Many of the improvements identified in the Plan are conceptual and will require further study and coordination with local jurisdictions and stakeholders. The Plan will be updated regularly as future needs and opportunities are identified and evaluated. Fair share contributions need to be considered for the projects listed below:

- SR-87 Azuerais Ave Minor interchange improvements (signage and striping)- Class IV (SC-87-X07)
- SR-280 Almaden Blvd Minor interchange improvements (signage and striping)- Class IV (SC-280-X10)

### ***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To obtain the permit application and obtain more information, please contact Amjad Naseer at (510)-286-4423.

### ***Lead Agency***

As the Lead Agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the City of San Jose pursue early coordination with Caltrans to address any potential issues relating to increased traffic flow on Caltrans facilities resulting from this project. Since this project meets the criteria to be deemed statewide, regional, or areawide significance per CEQA Section 15206 the project's Draft Environmental Report (DEIR) should be submitted to both Valley Transportation Authority (VTA) and MTC for review and comment.

Kara Hawkins, City of San Jose Public Works

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mark Leong at 510-622-1644 or [mark.leong@dot.ca.gov](mailto:mark.leong@dot.ca.gov).

Sincerely,



WAHIDA RASHID

Acting District Branch Chief

Local Development - Intergovernmental Review