

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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Charlotte Yuen, Environmental Project Manager  
City of San José  
200 East Santa Clara Street, 3rd Floor Tower  
San José CA 95113-1905

### **Re: Santana Row Master Plan Update Project – Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)**

Dear Charlotte Yuen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Santana Row Master Plan Update 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 February 2026 NOP.

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

#### **Project Understanding**

The proposed project calls for planned development rezoning from an A(PD) Planned Development Zoning District to a PD Planned Development Zoning District to modify the development standards to allow up to approximately 2,780,000 square feet of office and commercial square footage (existing and proposed), establish new maximum height limits, allow late night use, and allow approximately 2,150 new parking spaces on an approximately 42.53-gross-acre site. The proposed project site is located adjacent to Interstate 280 (I-280) near the interchange with Interstate 880 (I-880)/State Route (SR) 17.

#### **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](#)). Caltrans looks forward to reviewing the VMT analysis in the DEIR when it is available.

### **Traffic Impact**

This project is in vicinity of I-280 and I-880/SR 17. Please take the following comments into consideration when analyzing the traffic impact of this project:

- Several intersections within the vicinity of the project site are connected to freeway ramps. Freeway ramp analysis focusing on measures of effectiveness (MOE) like VMT, LOS, and queues should be considered. Caltrans looks forward to reviewing the traffic impact study along with the DEIR when it is available;
- Project traffic may increase queue spillback at freeway onramps. Queueing onto the mainline is a significant safety and operational concern and needs to be mitigated;
- Please review Caltrans Intersection Safety and Operational Assessment Process (ISOAP) guidelines ([link](#)) for application of the requirements for intersection treatments and modifications within State Right-of-Way (ROW).

### **Mitigation Strategies**

Should the project induce transportation impacts, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area.

Additionally, Caltrans recommends the project applicant consider implementing, coordinating with the City to implement, and/or providing fair share contributions to the following improvements to increase bicycle/pedestrian connectivity and reduce VMT impacts:

- Contribute to the I-280 Winchester Blvd Interchange Improvements project ([link](#)), a joint project between Caltrans and the Santa Clara Valley Transportation Authority (VTA) currently in the Design and Engineering phase. The project will improve vehicle operations, replace/improve the Monroe Pedestrian Overcrossing and improve bicycle and pedestrian access and connectivity at Winchester Blvd and Trish Way. The project is currently partially funded;
- Incorporate site improvements such as including bicycle parking (bike racks and bicycle lockers) and incorporating shade trees and landscaping that positively contribute to walkability and a comfortable pedestrian environment;
- Coordinate with the City to upgrade Winchester Blvd from a Class II bike lane to a Class IV protected bikeway, a project identified in the City's bike plan as part of the priority network;

- Coordinate with the City to improve the intersection of Winchester Blvd/Stevens Creek Blvd. Consider the removal of the current pork chop islands (slip lanes) that increase pedestrian crossing distance and right turn vehicle speeds.

### **Hydrology**

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

### **Construction-Related Impacts**

Potential impacts to the State ROW from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet Americans with 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.

### **Encroachment Permit**

Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Information Video ([link](#))

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- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Associate Transportation Planner, via [LDR-D4@dot.ca.gov](mailto: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](mailto:LDR-D4@dot.ca.gov).

Sincerely,



YUNSHENG LUO

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

c: State Clearinghouse