

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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October 2, 2026

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GTS ID: 32260  
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Tina Garg, Supervising Planner  
City of San Jose  
200 E Santa Clara St, Floor 3  
San Jose, CA 95113

### Re: Five Wounds Urban Village Plan — Draft Environmental Impact Report (DEIR)

Dear Tina Garg:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Five Wounds Urban Village Plan. 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 2026 Draft EIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project.

#### Project Understanding

The proposed project would establish a comprehensive framework for land use, urban design, circulation, open space, placemaking, public art, and implementation strategies for the area surrounding the future 28th Street/Little Portugal BART Station. The project would accommodate a total capacity of 8,022 residential units, 2,500 jobs, and 750,000 square feet of commercial and employment development, surrounding 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](#)).

Please verify the accuracy of the following text on page 41 of Appendix D Transportation Study Transit Services or Facilities: "The 5WUV Plan Update would not result in a change to existing and planned roadway network that would result in an adverse effect on existing or planned transit facilities". Technical supporting documentation does not appear to match this finding.

To better assess the potential safety impact, further transportation impact analysis should evaluate how the proposed residential growth near US-101 may affect freeway ramps and interchange operations. Please consider including existing peak hour ramp volumes and assess the added traffic from the proposed project. Increased traffic may result in on- and off-ramp queues to exceed available storage and could affect merging onto US 101.

### **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.

Please clarify in Section 3.12 of the DEIR whether Zone X is shaded or unshaded.

### **Multimodal Transportation Planning**

Please review and include reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans Bay Area Bike Plan Update* (2025) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

### **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.

### **Construction-Related Impacts**

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).

### **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 Rights-of-Way (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. Project plans within State ROW must clearly show the State ROW line for the whole plan limits along with all existing roadway features (lane lines, edge of pavement, curbs, existing signage, trees and utility poles, etc.). Please ensure that proposed work within Caltrans ROW conforms with the latest versions of the Caltrans Highway Design Manual ([link](#)) and Caltrans Standard Plans and Specifications ([link](#)).

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](#))
- 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, maintenance agreements, or external agency approvals may need more time to process.

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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 Curtis Dong, 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,

A handwritten signature in black ink, appearing to read "Luo Yunsheng".

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

c: State Clearinghouse