

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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May 20, 2026

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GTS #: 04-SCL-2025-01506
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Co/Rt/Pm: SCL/82/R10.908

Steve Le, Senior Planner
City of Santa Clara
1500 Warburton Ave
Santa Clara, CA 95050

Re: University Station Residential Project – Draft Environmental Impact Report (DEIR)

Dear Steve Le:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the University Station 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 April 2026 DEIR.

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 project proposes to demolish the four existing office buildings and two parking garages to construct a new five-story building with up to 297 multi-family residential units and up to 111 three-story townhome units distributed amongst 26 buildings. The multi-family residential building will be constructed directly adjacent to State Route (SR) 82 and work impacting the sidewalks on SR 82 along the project frontage is proposed.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City of Santa Clara's adopted VMT Transportation Analysis Policy as well as the City of San José's 2023 Transportation Analysis Handbook. Per the DEIR, this transit supportive project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Design

Per the DEIR, the existing sidewalks adjacent to the multi-family residential building frontage along SR 82 and the existing segments for sidewalks adjacent to the driveway entrances to the project site would be reconstructed and made to conform with the existing curb and gutter lines along SR 82, Franklin Street, and Campbell Ave. Street trees will also be planted along the project frontage on SR 82.

All proposed work within Caltrans Right-of-Way (ROW) requires a Caltrans-issued Encroachment Permit. Information about the permit application process is included in the Encroachment Permit section of this letter. Please also be advised that a maintenance agreement for the modifications within Caltrans ROW shall be discussed with the Caltrans District 4 Division of Maintenance during the encroachment permit application stage.

The proposed pedestrian pathway along SR 82 must replicate, to the maximum extent feasible, the characteristics of the existing pathway. Please also ensure that any Caltrans facilities impacted by the project meet Americans with Disabilities Act (ADA) Standards after project completion.

Furthermore, 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. Sidewalk and driveway design within Caltrans ROW shall comply with Caltrans Design Information Bulletin (DIB) 82-06 on Pedestrian Accessibility Guidelines for Highway Projects ([link](#)). Please also see Caltrans Standard Plans T30-34 ([link](#)) for specific pedestrian temporary control alternatives.

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.

During the encroachment permit application stage, please include a Hydraulics Report as part of the permit application package. The report should address how the existing SR 82 drainage system would be impacted by the project, include pre- and post-construction surface runoff flows, and discuss whether any mitigation is necessary.

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).

Project Coordination

This proposed project will require coordination with the Central Bikeway Project. This project, led by the Santa Clara Valley Transportation Authority (VTA) in partnership with the City of Santa Clara, the City of San José, the County of Santa Clara and Caltrans, is developing a 10.8-mile Class IV separated bikeway on SR 82 to connecting the City of Santa Clara and North San José. The project will run from the intersection of SR 82/Lawrence Expy in Santa Clara and along The Alameda, Hedding St, the North 10th/11th St couplet, Taylor St, and Mabury Rd, ending near the Berryessa BART Station in North San José.

To discuss project coordination with Caltrans, please email LDR-D4@dot.ca.gov and reference the EA number 04-3X340.

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. 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](#)). 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.).

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](#))

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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. For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact 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