

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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Rebecca Bustos, Senior Planner  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

### **Re: Santa Clara Station Area Specific Plan — Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)**

Dear Rebecca Bustos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Santa Clara Station Area Specific 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 June 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 city is proposing a Specific Plan to create a policy framework to guide future development within the plan area to create a vibrant mixed use, transit-oriented neighborhood. The proposed plan would include up to 8,300 residential units, 2.1 million square feet of commercial office, 1.7 million square feet of light industrial, 105,060 square feet of institutional land uses, 134,920 square feet of retail, and 19.5 acres of open space adjacent to State Route (82).

#### **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.

### **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.

### **Equity and Public Engagement**

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the city to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Caltrans encourages the city to foster meaningful, equitable and ongoing public engagement in the Specific Plan development process to ensure future transportation decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

### **Aeronautics**

Caltrans recommends the city evaluate the proposed Santa Clara Station Area Specific Plan for consistency with the Santa Clara County Airport Land Use Compatibility Plan (ALUCP) ([link](#)) and the Department's Airport Land Use Handbook ([link](#)).

The proposed Specific Plan footprint is located entirely within the Airport Influence Area (AIA), Safety Zones, and Traffic Pattern Zones identified in the ALUCP. Compared to the existing land uses in Section 5.4.3 of the city's 2010-2035 General Plan, it appears that the proposed Specific Plan would introduce uses that would be more than what is allowed in the ALUCP.

A cursory review of the proposed Specific Plan, the General Plan, and the ALUCP, results in the following concerns about potential issues that could occur:

1. Noise: Caltrans strongly encourages the DEIR to consider airport noise impacts and implementation of mitigation measures that will ensure noise impacts are reduced to levels specified within the ALUCP.
2. Structure and tree height: The DEIR should discuss future height of structures and trees and include mitigation measures to ensure compliance with FAR Part 77 and California Aeronautics Law.
3. Maximum densities: The DEIR should discuss the ALUCP's standards which are expressed in terms of dwelling units per acre for residential uses and people per acre for other land use. The DEIR should incorporate mitigation measures to avoid, minimize, or reduce potential safety impacts.
4. Open space: ALUCP criteria require open space within the AIA, suitable for emergency aircraft landings. Caltrans strongly encourages the DEIR to consider the safety impacts and mitigation measures to address ALUCP's open space standards.

If you have questions regarding aeronautics comments, please contact Tricia Shortridge, Associate Transportation Planner, at [Tricia.Shortridge@dot.ca.gov](mailto:Tricia.Shortridge@dot.ca.gov).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter or future early coordination opportunities, please visit Caltrans LDR website ([link](#)) or contact [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,



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Branch Chief, Local Development Review  
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c: State Clearinghouse