

3155 EL CAMINO REAL RESIDENTIAL PROJECT
RESPONSE TO COMMENTS

The 3155 El Camino Real Residential Project Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and evaluated in compliance with the requirements of the California Environmental Quality Act (CEQA). The IS/MND was circulated for 30 days from February 14 to March 15, 2022. The City received two comment letters during the public comment period:

Comment Letters Received by the City from State, County, or Local agencies:

- | | | |
|----|---|----------------|
| A. | California Department of Transportation | March 14, 2022 |
| B. | Santa Clara Valley Transportation Authority | March 15, 2022 |

This memo responds to public comments on the IS/MND as they relate to the potential environmental impacts of the project under CEQA. Numbered responses correspond to comments in each comment letter. Copies of all comment letters are attached.

Comment Letter A: California Department of Transportation (Caltrans) – March 14, 2022

Comment A-1: The project is located directly along State Route (SR)-85 in Santa Clara. The project proposes to construct eight residential buildings containing a total of 60 residential units. The buildings would range from two to three stories with a height of approximately 34 to 40 feet. The project would also include 110 parking spaces.

Response A-1: Caltrans has correctly summarized the project as presented in the IS/MND.

Comment A-2: The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Response A-2: Caltrans has correctly interpreted the VMT analysis presented in the IS/MND.

Comment A-3: Potential impacts to the State Right-of-Way (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, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. 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).

Response A-3: The proposed project has analyzed the Air Quality, Noise, and Hazards impacts of the proposed project including improvements associated with the removal of the "porkchop" within the State ROW. These impacts were found to be less than significant, or were mitigated to a less than significant level with the incorporation of measures as identified in sections 4.3, 4.9, and 4.13 of the IS/MND. The proposed project would acquire all necessary permits from Caltrans to complete construction. Additionally, the proposed project would coordinate with Caltrans on the development of a TMP to reduce any impacts on the STN.

Comment A-4: As the Lead Agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Response A-4: The analysis did not identify any impacts to the State ROW. Therefore, there is no nexus to require transportation mitigation for the project.

Comment A-5: If any Caltrans facilities are impacted by the project, those facilities must meet American 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.

Response A-5: The proposed project will comply with state and local regulations for ADA accessibility and will maintain access to pedestrian and bicycle access during construction.

Comment A-6: Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Response A-6: The proposed project would require encroachment into the Caltrans ROW and would therefore require a Caltrans encroachment permit. The developer would provide the required permit information prior to construction and would coordinate with Caltrans on the requirements of the permit.

Comment Letter B: Santa Clara Valley Transportation Authority – March 15, 2022

Comment B-1: VTA appreciates the opportunity to comment on the Initial Study for the 3155 El Camino Real Residential Project. VTA has reviewed the document and has the following comments:

Central Bikeway Integration

VTA has worked closely with City of Santa Clara staff to plan for a future high quality, low stress bikeway that is complimentary of the City of Santa Clara Council Adopted Bicycle Master Plan vision for El Camino Real. Central Bikeways builds on the idea of protected bikeway and enhances it, with a sidewalk level bikeway, permanent protected barrier, enhanced landscaping, lighting upgrades, wayfinding, and improved protected intersections. While still in the conceptual planning stage, it is important to not preclude or increase costs for the future bikeway as properties redevelop along this important corridor. Please visit www.vta.org/centralbikeway for more details.

VTA commends the project for removing curb cuts along El Camino Real. Doing so reduces the amount of conflict points for pedestrians and bicycle and enhances the experience on this section of El Camino Real. VTA strongly recommends the following modifications to the site plan to better integrate with the future Central Bikeway:

- Maintain only eight-foot width maximum of sidewalk along the El Camino Real frontage. The project states it will build a 10.5-foot sidewalk, although it unclear from the site plan how much is on private property and how much is in the public right of way. Extending the sidewalk beyond eight feet in the public right of way could conflict with the future bikeway and require additional work or cost to rebuild the sidewalk in the future (see Attachment A). However, if the project intends to build some of the proposed 10.5-foot sidewalk on private property, VTA supports this plan.
- Potentially minimize the use of trees along the four-foot planted strip. Relocation or removal of this trees would likely occur I the future when the bikeway is constructed.
- Provide a fair share contribution towards the future reconstruction of the Calabazas Boulevard protected intersection improvements identified in the Central Bikeway Basis of Design Plans (see attachment A). VTA strongly supports this project removing the free right-hand turn (porkchop) from El Camino Real to Calabazas Boulevard. This goes a long way towards creating a safer city for all users.
- Require any light poles along El Camino Real to also include additional pedestrian-scale lighting to compliment the future bikeway.

We recognize some of these changes may be counterintuitive to the current design and vision of wider sidewalks and a planted buffer common along El Camino Real.

Response B-1: The VTA's support of the project is acknowledged. VTA's recommendations regarding sidewalk width, fair share contribution, lighting, and tree planting will be taken under consideration by the decision-making bodies. Additionally, the proposed project would expand the sidewalk into the project site and would not take up additional right of way on the street side of the sidewalk. The proposed project would comply with the policies, guidelines and regulations of the decision-making body regarding the project design features.

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



March 14, 2022

SCH #: 2022020290
GTS #: 04-SCL-2022-01020
GTS ID: 25578
Co/Rt/Pm: SCL/82/13.65

Debby Fernandez, Associate Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Re: 3155 El Camino Real Residential Project Mitigated Negative Declaration (MND)

Dear Debby Fernandez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 3155 El Camino Real Residential Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the February 2022 MND.

Project Understanding

The project is located directly along State Route (SR)-85 in Santa Clara. The project proposes to construct eight residential buildings containing a total of 60 residential units. The buildings would range from two to three stories with a height of approximately 34 to 40 feet. The project would also include 110 parking spaces.

Travel Demand Analysis

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (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, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Lead Agency

As the Lead Agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American 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

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Debby Fernandez, Associate Planner
March 14, 2022
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse



March 15, 2022

City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Attn: Debby Fernandez, Associate Planner
By Email: DFernandez@santaclaraca.gov

Dear Debby,

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Central Bikeway Integration

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We recognize that some of these changes may be counterintuitive to the current design and vision of wider sidewalks and a planted buffer common along El Camino Real.

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

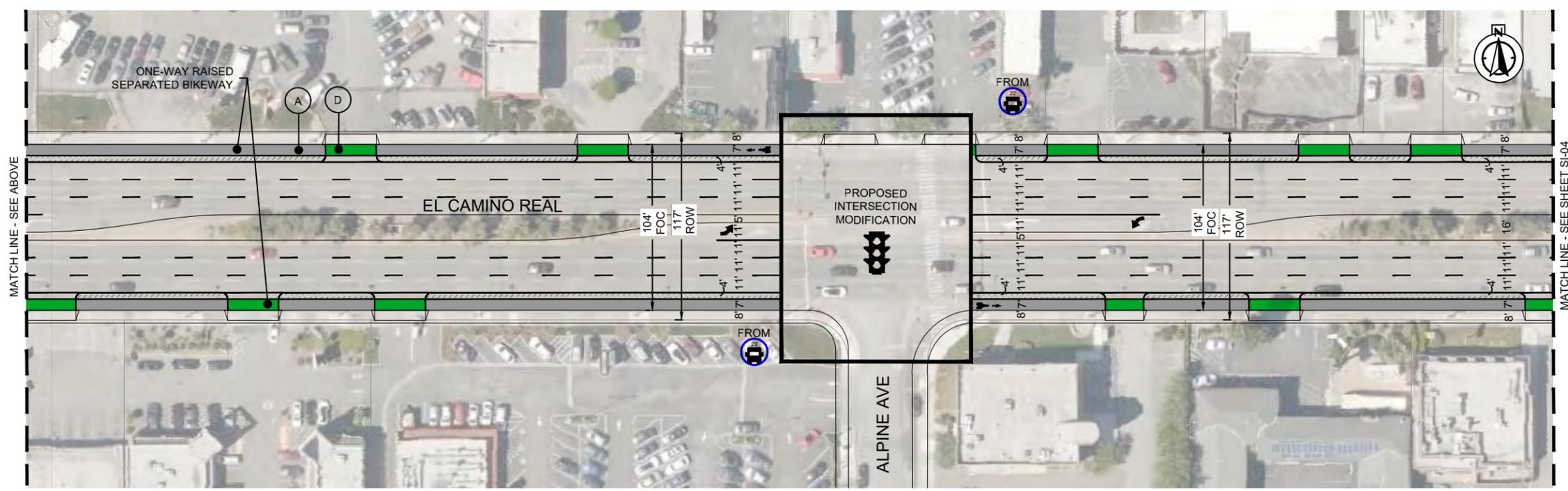
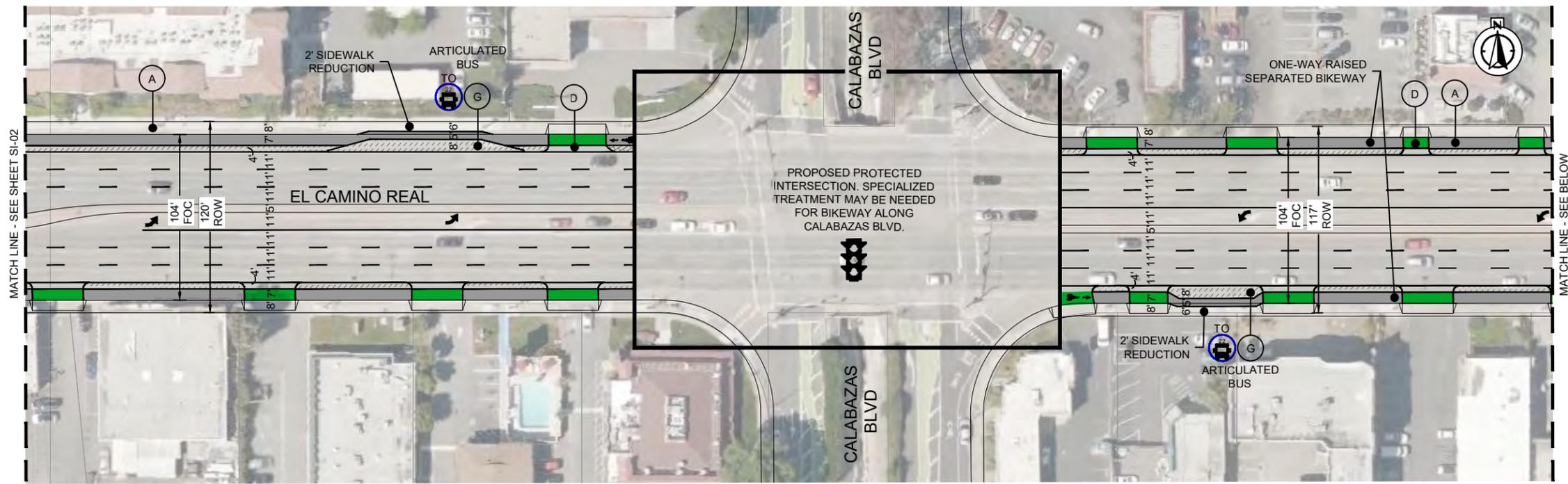
Sincerely,

A handwritten signature in black ink, appearing to read 'Lola Torney', written over a light gray rectangular background.

Lola Torney
Transportation Planner III

SC2203

NOTE:
RIGHT TURNS ON A RED SIGNAL PHASE SHALL BE RESTRICTED.



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| PROJECT NO: | MARK | DESCRIPTION | ISSUE | DATE | INITIAL |
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| 577100 | | | | | |
| DESIGNED BY: | | | | | |
| MVC | | | | | |
| DRAWN BY: | | | | | |
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510-540-5008 | alta.go.com

HMM

1570 Oakland Road San Jose, CA 95131

SANTA CLARA VTA
CENTRAL BIKEWAY
PROJECT

3331 N 1ST STREET
SAN JOSE, CA
95134

SHEET TITLE

Santa Clara Valley
Central Bikeway Project

**CORRIDOR CONCEPTS
EL CAMINO REAL
ONE-WAY SIDEWALK-LEVEL
SEPARATED BIKEWAY**

SHEET NO.

SI-03

SHEET 10 OF 48