

California Department of Transportation

DISTRICT 12
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March 9, 2026

Joanna Cortez
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

File: LDR/CEQA
SCH: 2026020245
LDR LOG #2026-03035
SR-1

Dear Ms. Cortez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Palm/Goldenwest Specific Plan Amendment Project. The proposed project approvals would facilitate the future redevelopment of the 92-acre project site, including the demolition and removal of existing oil and gas production infrastructure and the future construction of up to 800 residential units, up to 350 hotel rooms or other permitted visitor-serving uses, and various open space and park areas. Future buildout of the site would include new vehicular access points and internal circulation roadways, informational signage, utility and infrastructure connections, and multi-use paths. Under the proposed Palm/Goldenwest Specific Plan Amendment, the project site would be divided into three planning areas: Planning Area 1 (16 acres of Commercial Visitor uses), Planning Area 2 (53.2 acres of Medium Density Residential uses, which would be subdivided into Planning Areas 2A [30.8 acres] and 2B [22.4 acres]), and Planning Area 3 (22.8 acres of open space/park uses, which would be subdivided into Planning Area 3A [19.7 acres] and 3B [3.1 acres]). Project-specific design details for future residential and commercial development facilitated by approval of the proposed project are unknown at this time. Each future discretionary project facilitated by the proposed project would be subject to a project-specific CEQA review at the time it is proposed for consideration by the City. To streamline the process of future CEQA review, the proposed project conservatively analyzes a "worst-case" scenario of development, or the maximum allowable scale of future development allowed under applicable development standards as set forth in the Draft Amended Palm/Goldenwest Specific Plan.

The mission of Caltrans is Improving lives and communities through transportation. Caltrans is a commenting agency on this project and has the following comments:

"Improving lives and communities through transportation."

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with state and local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.
2. Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve. We look forward to working with the city on areas of joint jurisdiction to enhance the transportation network and connections between various modes of travel, to improve the experience of those who use the transportation system.
3. Caltrans supports the City's progress in meeting its Regional Housing Needs Assessment (RHNA) allocation, and we encourage the City to promote the development of housing units for a variety of income levels.
4. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.
5. New residential and commercial land uses provide an opportunity to encourage a variety of travel choices. With the increase of these land uses in the project area, and the proximity to nearby bicycle facilities, consider the inclusion of short/long-term bicycle parking for residents and guests.
6. Caltrans freight policy focuses on creating a sustainable, efficient, and resilient goods movement system, guided by the California Freight Mobility Plan (CFMP) and Executive Order B-32-15. Key priorities include decarbonizing the supply chain, improving infrastructure efficiency, enhancing safety, and ensuring environmental equity.

7. Assess how freight vehicles will interact with Goldenwest Street, Seapoint Street, and Pacific Coast Highway, including any potential queuing or circulation effects.
8. Ensure that driveway designs provide sufficient turning radii, sight distance, and lane width for freight and delivery vehicles.
9. Identify any freight–pedestrian–bicycle conflict points near Coastal Zone access areas and determine whether design features influence these interactions.
10. Document the types and frequencies of freight trips expected for residential, hotel, and visitor-serving components, including parcel, food service, and waste collection activity.
11. Analyze internal circulation patterns to determine whether delivery vehicles may queue or stage at access points.
12. Evaluate whether consolidated package drop-off facilities or automated lockers could reduce repetitive truck stops within residential areas.
13. Identify conditions that may lead to unauthorized truck staging or idling in nearby residential or recreational areas.
14. Determine whether short-term parking, staging, or waiting areas are required for freight and service vehicles.
15. Identify opportunities to incorporate electrical charging or plug-in infrastructure for delivery trucks or temperature -controlled vehicles, to address California's statewide transition toward zero-emission medium- and heavy-duty vehicles, per Governor's Executive order N-79-20.
16. Evaluate how freight delivery schedules and time-of-day operations may affect roadway congestion and network performance.
17. Identify construction truck routing patterns that may affect Coastal Zone access or surrounding neighborhoods.
18. Evaluate whether local streets may experience temporary truck staging or queuing during demolition and construction phases.
19. The project proposes a signalized intersection on SR-1 at the Main Entry of the proposed development. Submit a Traffic Signal Warrant Analysis prepared in

accordance with the CAMUTCD, to demonstrate the need for the proposed signal.

20. Please Submit a Traffic Impact Analysis (TIA) evaluating the project's impact on SR-. The TIA should include an Intersection Capacity Analysis for the proposed signalized intersection on SR-1 (the proposed Main Entry). Additionally, address the impact to the Intersections of SR-1/Seapoint Street; SR-1/Warner Avenue; and SR-1/Goldenwest Street. All Intersection Capacity Analysis shall be conducted by Highway Capacity Manual (HCM) Methodology
21. The TIA should evaluate the impacts to SR-1 for the proposed two Secondary Entrances (Right-In, Right-Out). The speed limit in this section of SR-1 is posted at 55 mph. The proposed access points shall include deceleration and acceleration lanes. The proposed turning lanes shall include a Queue Analysis indicating that they will have sufficient vehicular storage so the turning traffic will not spill back to the through lanes on SR-1.
22. Section 2.3.3.4 Parking of the Initial Study states "... Additionally, between 60 and 100 parking spaces would be provided along the eastern curb of SR-1 within the esplanade (Walkway) near Sea Point Street." This section of SR-1 is posted at 55 mph. The proposed parking on the on SR-1 is not recommended.
23. Please coordinate with Caltrans Project Management for a 6-Foot Class II Bike Lane with a 2-Foot Buffer currently under construction on SR-1 within the location in question.
24. During construction, please ensure that appropriate detours and safety measures are in place that prioritize the mobility, access, and safety of bicyclists, pedestrians, and transit users. If adjacent sidewalks or bike lanes need to be closed during construction, please ensure that closures and detours are clearly signed.
25. Please submit a VMT-based Traffic Impact Study. Please follow the Governor's Office of Planning and Research Guidance to identify VMT related impacts that include any potential mitigation measures necessary.

With the enactment of Senate Bill 743 (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 VMT analysis for land use projects, please review Caltrans' Transportation Impact Study Guide to ensure a complete VMT-based Traffic Impact Study is prepared.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

26. Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.

Please continue to coordinate with Caltrans for any future developments that could potentially impact the State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi at Maryam.Molavi@dot.ca.gov.

Sincerely,



Scott Shelley (Mar 9, 2026 16:17:34 PDT)

Scott Shelley
Branch Chief – Local Development Review/Climate Change/Transit Grants
District 12