California Department of Transportation

DISTRICT 12
1750 East 4th Street, Suite 100| SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6499
https://dot.ca.gov/caltrans-near-me/district-12

October 5, 2026

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

File: LDR/CEQA
SCH: 2026020245
LDR LOG #2026-03218
SR-1

Dear Ms. Cortez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the 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:

1. Please continue to consider the comments provided in our previous letter (attached), submitted in response to the Notice of Preparation for the proposed project dated March 9, 2026.

2. All Intersection Capacity Analysis within the State Highway System shall be conducted by HCM Methodology.

3. Submit a Traffic Signal Progression Analysis for the proposed 3 traffic signals along with the existing upstream and downstream signalized intersections. It shall be conducted for both directions. This Analysis shall be submitted to Traffic Operations-North and the District Electrical Systems Unit for review.

4. The three proposed traffic signals will require both a Cooperative Agreement and a Maintenance Agreement to formally establish Caltrans' operational and maintenance responsibilities. When signal warrant criteria are met, it is essential that Caltrans retain signal operation authority to ensure that programming and timing do not adversely affect traffic flow or degrade performance on State Highway facilities. These agreements should be addressed in the project documentation to clearly identify jurisdictional responsibilities and preserve operational integrity of the State facility.

5. Due to the proximity of the proposed project to PCH/SR-1 potential impacts are anticipated to the mainline and intersections. Please submit a Traffic Impact analysis that includes any potential mitigation measures necessary. If impact analysis leads to findings of significance, please coordinate with Caltrans District 12 Local Development Review on development of a Traffic Mitigation Agreement or similar effort.

6. The EIR should analyze projected freight and delivery vehicle activity for all land uses (residential, hotel, visitor-serving), including expected volumes, types, and schedules.

7. The EIR should assess how freight vehicles will interact with Goldenwest Street, Seapoint Street, and Pacific Coast Highway, including turning movements, queuing, and circulation effects.

8. The EIR should verify that driveway designs provide sufficient turning radii, sight distance, and lane width for freight and delivery vehicles.

9. The EIR should identify potential conflict points between freight vehicles and pedestrians/bicyclists, especially near Coastal Zone access areas, and propose design features to mitigate these conflicts.

10. The EIR should document the types and frequencies of freight trips expected for each land use, including parcel, food service, and waste collection.

11. The EIR should identify loading areas that allow trucks to operate without encroaching into bicycle lanes, crosswalks, or travel lanes.

12. The EIR should analyze internal circulation patterns to determine whether delivery vehicles may queue or stage at access points.

13. The EIR should evaluate whether consolidated package drop-off facilities or automated lockers could reduce repetitive truck stops within residential areas.

14. The EIR should assess truck parking needs for service vehicles, delivery trucks, and hotel-related freight activity, and identify conditions that may lead to unauthorized truck staging or idling in nearby residential or recreational areas.

15. The EIR should review opportunities to incorporate electrical charging or plug-in infrastructure for delivery trucks or temperature-controlled vehicles.

16. The EIR should analyze air quality and noise impacts associated with freight and delivery vehicle activity near residential planning areas.

17. The EIR should identify locations where landscaping, buffers, or similar features may mitigate exposure to sensitive receptors near freight activity areas.

18. The EIR should determine whether local CERP elements relate to freight emissions or vehicle movement patterns.

19. The EIR should specify construction truck routing to avoid sensitive neighborhoods and coastal access points and require a construction truck management plan to minimize temporary staging/queuing impacts.

20. 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. Prior to submitting to Caltrans Permit's branch, applicant should fill out Applicant's Checklist to Determine Applicable Review Process (QMAP List) Form TR-0416 to determine if project oversight/coordination with Caltrans Project Manager is needed. Applicants must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. However, contractors working for public corporations are not exempt from fees. Please note that all utility work should be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.

21. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which include existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if

applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.

22. Please submit all applications and associated documents/plans on our online portal, CEPS, at https://ceps.dot.ca.gov. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6246. For specific details on Caltrans Encroachment Permits procedure, CEPS, and updates regarding the application process and permit rates, please visit the Caltrans Encroachment Permits homepage at https://dot.ca.gov/programs/traffic-operations/ep

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