

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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Governor's Office of Planning & Research

JUL 29 2022**STATE CLEARINGHOUSE**Making Conservation
California Way of Life.

July 28, 2022

Ms. Alyssa Helper
Department of Community Development
2000 Main Street
Huntington Beach, California 92648

File: IGR/CEQA
SCH#: 2021080104
LDR LOG #2022-02009
Citywide

Dear Ms. Helper,

Thank you for including the California Department of Transportation (Caltrans) in review of the Draft Subsequent Environmental Impact Report for the City of Huntington Beach 2021-2029 Housing Element Updated Implementation Program. The Housing Element is a State-mandated policy document that is a component of the Huntington Beach General Plan. To comply with State law, the City is updating its Housing Element to ensure City policies and programs can accommodate estimated housing growth need identified by the Southern California Association of Governments (SCAG). Huntington Beach's current 5th Cycle Housing Element was adopted in September 2013 for the 2013-2021 planning period and subsequently certified by the State of California Department of Housing and Community Development (HCD) in October 2013. The City is currently developing the respective actions and programs for SCAG's 6th Cycle planning period, which covers years 2021-2029. Huntington Beach was allocated 13,368 dwelling units to accommodate the existing and projected regional housing for all income levels. The City is not required to build dwelling units to meet the 13,368 dwelling unit allocation, only to identify potential sites and create the framework to provide the market with the opportunity to develop these dwelling units. The Housing Element will explore opportunities to accommodate projected regional housing needs through current production (construction of dwelling units), entitled (approved but not constructed) dwelling units, and the availability of properly zoned land that can accommodate additional growth.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Caltrans is a responsible agency on this project and has the following comments:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Transportation Planning

1. As the Housing Element is implemented, consider accounting for off-street truck parking to help free up on-street space for other modes, such as city traffic, walking, and bicycling. Similarly, utilize alley space or similar areas, if available, to reduce the need for on-street parking which may conflict with highway/street flows.
2. If truck parking (i.e., for home deliveries) is to be on-street, ensure the width of the parking lane is wide enough for freight trucks without encroaching on bicycle lanes or street lanes.
3. Please consider designated on-street freight-only parking and delivery time windows to reduce the need for double parking. This strategy also helps prevent street traffic congestion.
4. Consider how many individual packages will be delivered daily to individual residences within the areas identified for increased housing production. Shared drop-off locations can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries in densely developed areas. Similarly, high-density residential developments should consider automated parcel systems (i.e., Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.
5. Please ensure that, throughout the identified areas for increased housing opportunities, the City provides posted speed signs for truckers to follow.
6. Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services, to encourage and facilitate the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and associated GHG emissions.
7. Caltrans recognizes our responsibility to assist communities of color and under- served communities by removing barriers to provide a more equitable transportation system for all.

8. The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system. Please consider including a discussion on equity in the document.
9. There's a bicycle gap east of the Ellis Ave and Beach Blvd intersection. Future housing development along this corridor should close this bicycle gap to reduce dependency on single-occupant vehicle trips and for better accessibility to the local bicycle facility network.
10. Inclusion of CalEnviroScreen percentiles for certain population characteristics (unemployment, housing burden, poverty) would provide more context to the existing environmental setting in section 5.10.3. For example, Census tracts between Edinger and Gisler have higher percentiles of Housing Burden, which further justifies the need for low-income housing.
11. The census tracts southwest of the Warner Avenue and Beach Boulevard (SR-39) intersection are designated as SB 535 Disadvantaged Communities (DAC) (<https://oehha.ca.gov/calenviroscreen/sb535>) and would be eligible for investment from the State's Cap-and-Trade Program for programs that improve public health, quality of life, and economic opportunities. Identification of DACs in the EIR would demonstrate efforts of addressing equity in implementing affordable housing. Encroachment Permit

Encroachment Permit

12. Any project work proposed in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at: <http://www.dot.ca.gov/hq/traffops/developserv/permits>

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

Sincerely,



Scott Shelley
Branch Chief, Regional-IGR-Transit Planning