

California Department of Transportation

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August 9, 2024

KER-99-32.57
NOA/DEIR
MALIBU VINEYARDS
INDUSTRIAL COMPLEX
GTS #: [17739](#)
SCH# 2022080056

SENT VIA EMAIL

Katrina Slayton, Division Chief
Kern County Planning and Natural Resources Dept.
2700 'M' Street, Suite 100
Bakersfield, CA 93301

Dear Katrina Slayton:

Caltrans has completed a review of the Draft Environmental Impact Report (EIR) and Traffic Study (TS) for a proposed industrial complex within Kern County. The complex would encompass approximately twenty-four buildings on 739 acres of existing vineyards, located north of Imperial Avenue and east of State Route (SR) 99, with site access from Saco Road and Imperial Avenue. The project site is just east of the City of Shafter, and approximately one mile north of the City of Bakersfield.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Caltrans reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The project, situated near the cities of Shafter and Bakersfield, is planned in two phases, resulting in approximately 8,908,000 square feet of total building floor area. Based on the TS and Institute of Transportation Engineers (ITE) Trip Generation Manual, the development is expected to generate approximately 1,033 AM peak hour and 1,177 PM peak hour trips (ITE Land Use Code: 150 Warehouse & 154 High-Cube Transload and Short-Term Storage Warehouse).

In addition to the proposed warehouse facilities, the preliminary site plan includes proposed right-of-way dedications for new local roads and a potential future SR 99 interchange near Burbank Street. While the Kern Council of Governments has included this interchange in its recent KARGO study, no formal alignments or funding have been established. Given the projected construction timing is beyond the study's 20-year

horizon. Based on the HDM 501.3 Traffic Interchanges standard, interchange spacing shall be two miles apart outside of urban areas. The spacing between SR 99/Lerdo Highway interchange and 7th Standard Road interchange is six miles. Burbank Street is approximately three miles north of 7th Standard Road. However, we concur with the right-of-way preservation of the future interchange.

As a point of information, the segment of SR 99 adjacent to the project site currently consist of a 6-lane freeway. Per the Caltrans Transportation Concept Report, the ultimate concept for SR 99 between post mile 32.1 and 44.3 is an 8-lane freeway within 218 feet of right of way (ROW). Existing ROW is currently set at 226 feet within the SR 99 segment of the project site. With the Southern Pacific Railroad situated along the west side of SR 99, it is anticipated that future SR 99 widening may need to be completed towards the east, adjacent to the project site. It is recommended for all future buildings and/or permanent structures be constructed with sufficient setback to accommodate the future widening.

We agree with the conclusion of the TIS as stated on page 39 of the report. Therefore, **the project proponent shall pay its proportional share for State facilities** as listed in Table 8 for Phases 1 and 2 and pay into the RTIF program by the current fee schedule prior to building permit for those portions of the project located within the RTIF boundary. The **project proponent shall prepare a cost estimate** for the recommended mitigations as listed in Table 8. The project proponent should also coordinate with the County on the development and funding of the additional freeway interchange(s) on State Route 99 in the vicinity of the Burbank Street alignment between 7th Standard Road and Lerdo Highway. **Caltrans requests that this be made as a condition of approval of the DEIR.**

1. There is an **error** in the fair share formula presented on page 36 of EIR.
 - a. The formula currently reads: % Share = (Project Traffic / ((Future Traffic + Project Traffic) - Existing Traffic)) x 100%. This formula is incorrect, as it erroneously cancels out the Project Traffic in the denominator, thereby understating the fair share.
 - b. The correct formula should be **% Share = (Project Traffic / (Future Traffic - Existing Traffic)) x 100%**.

Thereby this adjustment is necessary to ensure that the calculation accurately reflects the fair share.

2. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the County. The assessment should include the following:
 - a. Pedestrian walkways should link this proposal to an internal project area

walkway, transit facilities, as well as other walkways in the surrounding area.

- b. The Project might also consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.
3. Caltrans recommends the Project implement “smart growth” principles regarding parking solutions, providing alternative transportation choices to employees in the vicinity. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.
 4. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing Vehicle Miles Traveled (VMT) and Green House Gas (GHG) emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.
 5. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020, and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work with the County to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.
 6. Caltrans recommends the Project provide charging stations for electric vehicles and for freight trucking as part of the statewide efforts to reduce greenhouse gas emissions, reduce freight parking shortages and maintain the Federal Hours of Service regulations.
 7. Due to severe truck parking shortages throughout the state and strict Federal Hours of Service regulations that limit the amount of time a truck driver can spend driving per day, many truck drivers cannot find safe and reliable truck parking spaces, and therefore park in unauthorized and/or unsafe areas. Constructing adequate truck parking on-site can alleviate the unauthorized/unsafe truck parking demand on existing facilities. On-site freight parking for trucks will also strive to ensure a secure and reliable area for extended or overnight parking to help maintain adherence to the Federal Hours of Service regulations.
 8. Therefore, Caltrans recommends that the Project implement on-site freight parking areas and/or spaces within the Project boundaries, that truck drivers can utilize for extending parking periods before loading or after unloading to alleviate freight parking shortages and maintain the Federal Hours of Service regulations. It is also recommended the County consider promoting the leveraging of strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize

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integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.

If you have any other questions, please call Rosy Rajput, Transportation Planner at (559) 614-7289.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Padilla', with a long horizontal flourish extending to the right.

Mr. David Padilla, Branch Chief,
Transportation Planning

C: SCH# 2022080056