

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research

October 23 2023



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STATE CLEARINGHOUSE

October 20, 2023

City of Palmdale – Department of Economic and Community Development
Attn: Brenda Magaña, Planning Manager
38250 Sierra Highway
Palmdale, CA 93550

RE: Palmdale Logistics Center Project – Notice
of Preparation (NOP)
SCH# 2023090551
GTS# 07-LA-2023-04319
Vic. LA-14 PM R64.684

Dear Brenda Magaña,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes to subdivide the approximately 150.18-acre property into three parcels for the development of two industrial buildings (each approximately 1.5 million square feet) and an 11-acre stormwater detention basin lot. The Project would include 1,517 car parking spaces, associated infrastructure, and landscape corresponding with each building as well as street improvements for East Avenue M and 30th Street East, and the construction of two new roadways (Avenue L-8 and 35th Street East). The proposed development requires City of Palmdale review and approval of:

- Site Plan Review (SPR) 23-001 for the development of two industrial buildings together totaling approximately 3,001,712 square feet.
- Tentative Parcel Map (TPM) 84077 to subdivide the property into three parcels.
- Conditional Use Permit (CUP) 23-003 is a provision for additional building height.
- Minor Site Plan Review (MSPR) for screening wall.

The nearest State facility to the proposed project is State Route 14. After reviewing the NOP, Caltrans has the following comments:

With three million square feet of new warehouses, 1,517 new car parking spaces, 516 new loading dock doors, and stalls for 990 trailer stalls, the Palmdale Logistic Center Project will induce demand for a consequential amount of additional vehicle trips and vehicle miles travelled. Caltrans expects for the forthcoming DEIR to identify substantial infrastructure investments to mitigate the significant safety and environmental impacts that the Project is anticipated to produce.

Caltrans recommends the following:

- Reducing the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.
- Invest in alternative modes of freight movement, such as rail, which is not only more efficient but also more easily converted to carbon neutral energy sources in the future.
- Due to the increased volume of truck trips, a substantial contribution should be made to a city fund that will build safer infrastructure for people walking, riding bikes, and taking transit throughout the city. The most effective methods to reduce pedestrian and bicyclist exposure to cars and trucks is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.

Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) to confirm that the project will result in a net reduction in Vehicle Miles Traveled (VMT).

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2023-04319.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: State Clearinghouse