

California Department of Transportation

DIVISION OF AERONAUTICS - M.S. #40
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November 8, 2024

Brenda Magana
Planning Manager
City of Palmdale
38250 Sierra Highway.
Palmdale, CA 93550

Re: SCH # 2023090551 - Palmdale Logistics Center - TPM 84077, CUP 23-003, SPR 23-001

Dear Ms. Magana,

The California Department of Transportation (Caltrans), Division of Aeronautics (DOA), has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the Palmdale Logistics Center project.

We note that the project site is located adjacent to the Palmdale Regional Airport and within the vicinity of existing and proposed airport-related land uses. Given the proximity to the airport and the potential for significant impacts on aviation safety and operations, we have concerns regarding the project's compatibility.

Specific Concerns:

1. Noise Impacts:

- The project's construction and operational noise could interfere with airport operations, including flight crew communications, passenger comfort, and aircraft maintenance activities.
- A detailed noise study should be conducted to assess the impact of the project on noise levels at the airport and surrounding residential areas.
- Mitigation measures, such as noise barriers, soundproofing, and operational restrictions during noise-sensitive periods, should be implemented as necessary.

2. Bird Strike Hazard:

- The project site could attract birds, particularly during construction and operation phases, increasing the risk of bird strikes to aircraft.

- Bird-deterrent measures, such as bird-friendly glass, wire mesh, and regular cleaning of debris, should be implemented to minimize bird attraction. Additionally, the project should avoid creating water bodies or other features that could attract birds.
- 3. **Emergency Vehicle Access and Fire Safety:**
 - The project's location adjacent to the airport and potential fire hazards associated with large warehouses could impact emergency response times and safety.
 - Adequate fire suppression systems, emergency vehicle access, and coordination with local fire departments are essential to minimize risks to aviation operations and public safety.
- 4. **Lighting and Glare:**
 - The project's lighting design should minimize glare and light trespass, particularly in areas that could impact airport operations and pilot visibility.
 - Coordination with the FAA and the airport is necessary to ensure compliance with lighting standards and to avoid creating hazards for pilots.
- 5. **Electromagnetic Interference:**
 - The project's electrical infrastructure and equipment could potentially interfere with airport communication and navigation systems.
 - A thorough electromagnetic interference study should be conducted to assess the potential impact. If necessary, shielding or other mitigation measures should be implemented to minimize interference.
- 6. **Hazardous Materials and Safety:**
 - The project's location near the airport raises concerns about the potential for hazardous materials to pose a safety hazard to people residing or working in the project area.
 - A detailed analysis should be conducted to assess the risks associated with the handling, storage, and transportation of hazardous materials on the site.
 - Appropriate safety measures, such as emergency response plans and spill containment procedures, should be implemented.

Recommendations:

1. **Coordinate with the FAA and Airport:** Close coordination with the FAA and the Palmdale Regional Airport is essential to address any specific concerns and to ensure that the project is compatible with aviation operations.
2. **Coordinate with the Los Angeles Airport Land Use Commission:** The project proponent should work closely with the LA Airport Land Use Commission to ensure compliance with airport land use compatibility standards.
3. **Implement Mitigation Measures:** Based on the findings of the EIR, implement appropriate mitigation measures to address identified impacts.
4. **Monitor and Adapt:** Establish a monitoring program to track the project's impact on the airport and surrounding areas. If necessary, additional mitigation measures may be required.

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By addressing these concerns and implementing appropriate mitigation measures, the project can be developed in a manner that minimizes adverse impacts on aviation safety and the environment.

We look forward to reviewing the final Environmental Impact Report (EIR) to ensure that all potential impacts to aviation safety have been adequately addressed.

Sincerely,



Recoverable Signature

X Nirupama Stalin

Signed by: 63660214-085a-4ef0-b241-6d45438a3fcf

Nirupama Stalin

Senior Transportation Planner

Division of Aeronautics

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