

DEPARTMENT OF TRANSPORTATION

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November 26, 2024

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

RE: GPA 23-0002, ZC 24-0003, CUP 24-
0001, SPR 24-0005, AGR 24-0007:
Mitigated Negative Declaration (MND)
GTS # 07-LA-2024-04664
SCH # 2024101037
Vic. SR 14 PM 58.206

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 is requesting the approval of a General Plan Amendment and Zone Change, Tentative Parcel Map, a Conditional Use Permit, and Site Plan Review to construct and operate a ten-island fueling station, a 7,258-square-foot grocery store, and a 2,127-square-foot drive-through carwash. The Project Site consists of four parcels totaling approximately 5.6 acres and is located on the northwest corner of the intersection of 25th Street East and East Avenue R. The TPM would subdivide the Project Site into two parcels. Development of the Proposed Project would occur only on the approximately 110,657-square-foot eastern parcel. Access to the Proposed Project will be provided by two 40-foot driveways, one along 25th Street East and the other along East Avenue R. Uses proposed for the Project Site include a passenger car gasoline fueling station to be composed of eight fueling islands to include 16 fueling positions. The City of Palmdale is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is SR 14. After reviewing the project's documents, Caltrans has the following comments:

Caltrans strongly recommends that auto-oriented projects, like the one proposed, be required to contribute Complete Streets infrastructure as a condition of approval. Complete Streets incorporate high-quality infrastructure for pedestrians, bicyclists, and

transit riders, prioritizing the needs of all users, regardless of age or ability. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles 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. The implementation of Complete Streets leads to positive outcomes, including improved regional connectivity, enhanced air quality, reduced traffic congestion, better first/last-mile connections for transit users, and overall improved safety for all modes of transportation.

Additionally, Caltrans will require an Encroachment Permit for work conducted within the State Right-of-way. To minimize disruption, Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans for review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04664.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse