

**DATE:** September 13, 2023  
**TO:** Connie Anderson, T&B Planning, Inc.  
**FROM:** Charlene So, Urban Crossroads, Inc.  
**JOB NO:** 14668-05 Memo

## **PALMDALE LOGISTICS PARK SITE PLAN REVIEW**

The firm of Urban Crossroads, Inc. is pleased to submit this Site Plan Review for Palmdale Logistics Park development (**Project**), which is located on the southwest corner of Division Street and Avenue M in the City of Palmdale. Specifically, this memorandum describes the proposed site plan changes in comparison to the site plan evaluated in the following technical studies:

- Palmdale Logistics Park Vehicle Miles Traveled (**VTM**) Analysis (dated June 2, 2023)
- Palmdale Logistics Park Air Quality Impact Analysis (dated June 5, 2023)
- Palmdale Logistics Park Energy Analysis (dated June 5, 2023)
- Palmdale Logistics Park Mobile Source Health Risk Assessment (dated June 5, 2023)
- Palmdale Logistics Park Greenhouse Gas Analysis (dated June 5, 2023)
- Palmdale Logistics Park Noise and Vibration Analysis (dated June 5, 2023)
- Palmdale Logistics Park Traffic Analysis (dated June 2, 2023)

## **EVALUATED SITE PLAN**

The technical studies listed above present a site plan consisting of two warehouse buildings totaling 1,420,070 square feet (Building 1 = 716,930 square feet and Building 2 = 703,140 square feet) although the analyses are based on a higher square footage of 1,429,700 square feet. There is a new public street proposed that will run north-south between the two buildings (Street B) and a new public street along the southern boundary of both buildings that would connect to Division Street (Street A). Building 1 is proposed to have passenger car and truck access to both Street and Street B, Building 2 would have access to Street B and Division Street. Neither building would have direct access to Avenue M. Specifically, Building 1 has a driveway on Street A (Driveway 1) and four driveways along Street B (Driveway 2 through Driveway 5). Building 2 proposes driveways along Street B that align with the locations of the driveways serving Building 1 (Driveway 2 through Driveway 5). There are four additional driveways proposed along Division Street (Driveway 6 through Driveway 9). The site plan included in the technical studies is shown on Exhibit 1.

### EXHIBIT 1: SITE PLAN USED IN TECHNICAL STUDIES

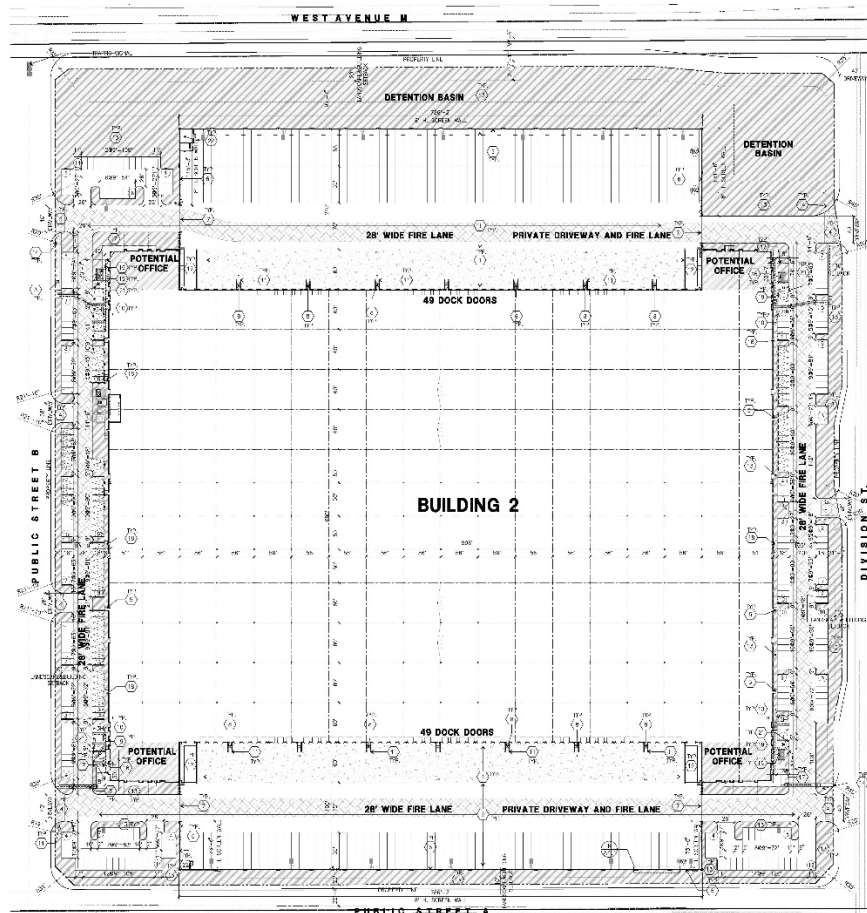


### UPDATED SITE PLAN

Based on a review of the updated site plan included as part of the 4<sup>th</sup> Submittal Package, there are no proposed changes to the building size or access points assumed for Building 1. Building 1 reflects a 716,930 square foot building. Building 2 reflects a 703,140 square foot building. The proposed access to Building 2 along Street B remains the same, however, there are changes proposed to the access points along Division Street. Specifically, the northerly and southerly driveways on Division Street that serve both passenger cars and trucks would remain the same, however, the two passenger car driveways along Division Street have been consolidated into a single passenger car driveway. The updated site plan for Building 2 is shown on Exhibit 2 (Building 1 not shown as there are no changes).

The overall building square footage for the two buildings is consistent with the site plan currently presented in the technical studies reflecting 1,420,070 square feet and is less than the total square footage evaluated (1,429,700 square feet was evaluated).

## EXHIBIT 2: UPDATED SITE PLAN FOR BUILDING 2



### FINDINGS

The consolidation of the two passenger car driveways into a single passenger car driveway on Division Street is not anticipated to change the results and findings in any of the technical studies. The passenger car trip distribution patterns, volume forecasts, and peak hour intersection operations analysis results presented in the Palmdale Logistics Park Traffic Analysis would be nominally affected by the consolidation of the two passenger car driveways on Division Street and should not result in any deficient peak hour intersection operations. As such, overall findings and recommendations would not change in the Traffic Analysis aside from the consolidation. The new driveway location would likely operate at level of service (LOS) A or B, which is well below the City's threshold of LOS D.

There are no changes to the findings and recommendations to the VMT, Air Quality, Energy, Mobile Source Health Risk Assessment, Greenhouse Gas, or Noise analyses as a result of the proposed driveway consolidation.

If you have any questions or comments, I can be reached at [cs@urbanxroads.com](mailto:cs@urbanxroads.com).