

California Department of Transportation

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August 6, 2026

Brenda Magana, Interim Deputy Director
City of Palmdale
Economic and Community Development Department
Planning Division
38250 Sierra Highway
Palmdale, CA 93550

RE: Planned Development 04-02, Tentative Tract
Map 54328, and Tentative Parcel Map 62220
(Falcon Glen)
SCH # 2026070189
Vic. LA-14/PM R58.181
GTS # LA-2026-05098-MND

Dear Brenda Magana:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Falcon Glen Planned Development Project is proposed for residential development. Improvements to the site include constructing 708 residential lots, a community recreation center, multiple parks totaling 7.2 acres, and multiple detention basins totaling 12.5 acres, as well as roads, sidewalks, and trails. The 162.45-acre project site is located along the north side of Avenue S and extends from Avenue S to the California Aqueduct along the northern boundary.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. As a reminder, all environmental documents should include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<https://opr.ca.gov/ceqa/#guidelines-updates>

Although the project is consistent with local Resolution No. CC 2024-031, the 4 percent Vehicle Miles Traveled (VMT) reduction threshold significantly diverges from the 15

percent reduction target recommended by the State to achieve California's climate goals. The Lead Agency has justified this lower threshold by referencing the maximum achievable Transportation Demand Management (TDM) reductions identified in a 2019 San Bernardino County study. As such, Caltrans recommends that the project incorporate robust, site-specific physical TDM features into its design to ensure compliance with CEQA and to substantiate this reduced performance target. The Final Mitigation Negative Declaration should require binding and enforceable mitigation measures, including dedicated transit connectivity, localized ride-sharing infrastructure, and comprehensive multi-modal corridors. Caltrans further recommends that TDM strategies be consistent with those outlined in Caltrans' *Transportation Demand Management Toolbox* :

<https://transportationplanning.onramp.dot.ca.gov/downloads/transportationplanning/files/regionalplanning/Final%20Draft%202023%20LDR%20TDM%20Toolbox%20071923.pdf>

Caltrans respectfully disagrees with the determination that the project's impacts on State Route 14 (SR-14) are less than significant. Critical traffic concerns previously documented in Caltrans' correspondence dated May 13, 2026, remain unresolved. The proposed improvements to SR-14 ramp approaches and the widening of Avenue S necessary to accommodate 6,771 daily trips and 503/675 AM/PM peak hour trips constitute project-specific safety enhancements within the State Right-of-Way. Caltrans strongly recommends that off-ramp improvements be incorporated as binding and enforceable Mitigation Measures within the MND tracking matrix. All intersection modifications that affect State facilities must undergo the Caltrans Intersection Safety and Operational Assessment Process (ISOAP) ensure full compliance with Caltrans standards. Once Caltrans's traffic safety concerns have been adequately addressed, the project may then be considered to have less than significant impact. Furthermore, the absence of the requested supporting traffic data in the environmental document prevents Caltrans from validating the proposed fair-share contribution calculations.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips should be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

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Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. A truck and construction traffic management plan may be required for projects near I-14 on/off-ramps, and any lane closures or detours impacting freeway access must be coordinated with Caltrans.

Caltrans remains committed to collaborating with the Lead Agency to address and resolve all outstanding traffic issues. Should you have any questions or require further information, please contact Mr. Alan Lin, Project Coordinator, at (213) 269-1124 and reference GTS # LA-2026-05098-MND.

Sincerely,

Frances Duong

FRANCES DUONG
LDR/CEQA Branch Chief

email: State Clearinghouse