

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

April 4, 2025

Kiersten Tuner, Planning Assistant  
Department of City Planning  
City of Los Angeles  
221 North Figueroa Street, Room 1350  
Los Angeles, CA 90012

RE: Alameda Crossing  
SCH # 2025030224  
Vic. LA-101/PM S0.004, LA-10/PM 18.37,  
LA-5/PM 16.91  
GTS # LA-2025-04762-NOP

Dear Kiersten Tuner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Alameda Crossing Project (Project) would develop a 364,027 square feet entertainment studio campus comprised of four buildings on an approximately nine-acre site, and consisting of 174,356 square feet of sound stage uses, 132,657 square feet of ancillary office uses, and 57,014 square feet of accessory uses (such as mill, production support, commissary, and cafe). The Project also proposes to merge the adjacent Channing Street, Lawrence Street, and 7th Place public rights-of-way into the Project Site. Two existing buildings totaling 136,438 sf would be demolished.

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. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

If the project is expected to generate pedestrian and/or bicycle activity, a multi-modal conflict analysis should be performed. This analysis should evaluate potential conflicts between various transportation modes, including biking, walking, bus, and transit, to ensure safe and efficient integration of all users within the project area.

The project should incorporate Complete Streets elements to enhance accessibility and safety for all users. These improvements should include ADA-compliant curb ramps, continuous sidewalks, dedicated bike lanes, high-visibility crosswalks, Accessible Pedestrian Signals (APS), and Leading Pedestrian Intervals (LPI) where applicable.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. You can review both documents at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

Caltrans encourages the Lead Agency to evaluate the potential implementation of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to help manage the transportation network more effectively. In addition, Caltrans recommends exploring opportunities for improved transit service, as well as enhanced bicycle and pedestrian connectivity.

TDM strategies may include, but are not limited to, measures such as increasing transit accessibility, reducing single-occupancy vehicle trips through rideshare programs, providing shared mobility facilities (e.g., bicycles, vehicles), enhancing pedestrian and bicycle infrastructure, and encouraging the use of alternative transportation modes. Transportation System Management (TSM) improvements should also be considered to optimize traffic flow and make better use of the existing transportation infrastructure.

Based on the size of the proposed development, its proximity to State facilities, and the anticipated project-generated traffic, the following locations could be impacted:

- a. I-10 / Alameda Street
- b. I-10 / Olympic Boulevard
- c. I-10 / Central Avenue
- d. SR-101 / 7th Street
- e. SR-101 / 4th Street
- f. I-5 / Santa Fe Avenue and Mateo Street off-ramps

Caltrans requests that a traffic safety impact analysis (such as a queuing analysis) be prepared for these State facilities during the CEQA process, using Caltrans guidelines. Please contact Caltrans to confirm the appropriate study locations prior to beginning the analysis.

A queuing analysis should be conducted to identify and address any potential safety-related impacts. This analysis should evaluate freeway off-ramps to ensure that vehicle queues do not extend onto the mainline, which could pose a safety risk and increase the potential for rear-end collisions. Additionally, turning pockets at intersections should be analyzed to confirm that projected queue lengths do not exceed available storage capacity, preventing spillover that may block through traffic. Existing signal timing should be used for the baseline (Existing)

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condition. Potential improvements to address queuing issues may include lane reassignments, new traffic signals, modifications to signal phasing or timing, or extending turn lanes to accommodate increased demand and enhance safety.

Caltrans strongly encourages Lead Agencies to prepare a traffic safety impact analysis for this development during the California Environmental Quality Act (CEQA) review process, following Caltrans guidelines for State facilities. These efforts support California's shared goal of achieving zero traffic-related fatalities and serious injuries by 2050 through collaboration and partnership.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2025-04762-NOP.

Sincerely,



MIYA EDMONSON  
LDR Branch Chief

Cc: State Clearinghouse