

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

February 16, 2024

Governor's Office of Planning & Research

Feb 16 2024

STATE CLEARINGHOUSE

Tamar Gharibian
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

RE: 6311 Romaine Project – Notice of
Preparation (NOP)
SCH #2024010417
GTS #07-LA-2024-04428
Vic. LA 2 PM 11.43

Dear Tamar Gharibian,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The 6311 Romaine Project (Project) proposes a mixed-use entertainment studio campus on the majority of two consecutive blocks bisected by Romaine Street and is bounded by Cahuenga Boulevard to the east and Cole Avenue to the west. The Project would construct 452,747 square feet of new soundstage buildings, production, office, retail, and restaurant uses, and renovate 108,197 square feet of existing production, office, and gymnasium uses, including the former Technicolor Motion Picture Corporation processing plant which is designated as Los Angeles Historic-Cultural Monument LA-1289, into office and production uses. On the North Block, the Project proposes to develop a total floor area of 282,591 square feet, consisting of six existing structures to be renovated, one rooftop structure addition to the existing Building 4, one new seven-story office building, and a one-level subterranean garage and surface parking areas. On the South Block, the Project proposes to construct a total floor area of 278,353 square feet, consisting of two soundstage buildings, with each soundstage building containing two production studios, two new office buildings, and a two-level subterranean garage.

A total of 81,646 square feet of floor area consisting of existing office, industrial, retail, and dance studio uses, and a six-level above-ground parking structure and surface parking areas would be demolished.

After reviewing the NOP, Caltrans has the following comments:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Caltrans acknowledges and supports infill development that aims to increase land use mix, remove surface parking, and create more sustainable communities. Caltrans commends the Project's inclusion of long- and short-term bike parking, lockers, showers, and additional pedestrian circulation amenities. However, despite the Project not being required to construct any car parking, it will be providing 1,110 individual car parking spaces. As designed, the Project has a high potential for inducing demand for additional vehicle trips, and therefore, Vehicle Miles Traveled (VMT). This demand should be addressed with appropriate design and management principles. Caltrans recommends the following:

- Reducing the amount of parking whenever possible, as research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. The project could instead use this valuable space as an opportunity to build additional land-use types, as the essential component of sustainable communities is mixed-use zoning. Residential, Commercial, and Office uses should be intertwined to increase accessibility and allow residents to utilize both transit and active modes to meet their everyday transportation needs. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of parking.
- If the parking infrastructure must be built, it should be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge, so that they can be more easily converted to more beneficial uses in the future.
- This project is in a centralized location with many potential connections to local and regional transit. Investments should be made to connect this project to the nearby Metro B Line Hollywood/Vine station, and the 4 transit stops surrounding the intersection of Santa Monica Boulevard and Vine Street. Streetscape and transit stop investments can dramatically improve walkability and encourage future transit use.

- Protect vulnerable road users. 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.

Finally, the north end of the Project area is directly abutting Caltrans Right-of-Way. If the project scope includes modifications to State facilities, it will require collaboration, reviews, approvals, and encroachment permits so that all concerns can be adequately addressed. These will be conducted at the time of permit application, but preliminary comments may be provided if an attachment is included with the forthcoming DEIR that includes detailed technical drawings of all proposed changes to Caltrans Right-of-Way along SR 2 (Santa Monica Boulevard).

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2024-04428.

Sincerely,

Frances Duong

Frances Duong
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse