

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

**OCT 22 2019**

**STATE CLEARINGHOUSE**

October 22, 2019

Tristan Malabanan  
City of Beverly Hills  
345 Foothill Road  
Beverly Hills, CA 90210

RE: La Brea Subarea Well and Transmission  
Main Project – Mitigated Negative  
Declaration (MND)  
SCH # 2019099076  
GTS # 07-LA-2019-02840  
Vic. LA-10/PM: R8.831  
LA-187/PM: 8.648

Dear Tristan Malabanan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project would include the construction of a groundwater production well in the La Brea Subarea (that would provide approximately 1,700 AFY of new water supply), the rehabilitation of an existing (inactive) 18 and 24-inch pipelines, and the connection of the rehabilitated pipeline to a newly constructed raw water transmission main with a diameter of 16-inches (collectively, referred to herein as "proposed transmission main"). The proposed transmission main would connect the proposed production well to the existing Foothill Water Treatment Plant (WTP) for treatment and supply. The pipelines would be sized to accommodate 3,000 gallons per minute (gpm), which would be from the currently proposed well and potentially other wells in the area. The City of Beverly Hills is the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are Interstate 10 (I-10) and State Route 187 (SR-187). Specifically, the project is located approximately 2,000 feet from the I-10 & SR-187 interchange near S La Cienega Boulevard.

From reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

The following information is for your consideration.

Caltrans appreciates the efforts of this project to minimize construction traffic, such as by conducting nighttime construction of the transmission main. If construction traffic is expected to cause delays on any State facilities, please submit the Traffic Control Plan detailing these delays, as well as information on a Truck Haul Route Program, for Caltrans' review. In addition, strategies should be identified in the Traffic Control Plan to ensure that truck deliveries during project design and construction are conducted in an efficient manner that does not cause transportation conflicts with other vehicles, pedestrians, or bicyclists.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods to minimize congestion and

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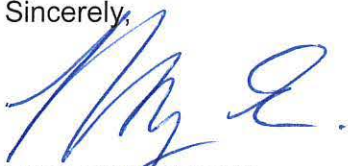
ensure maximum safety conditions for pedestrians, cyclists, and motorists.

Also, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: [http://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

Finally, storm-water runoff is a sensitive issue for Los Angeles County and needs to be considered during project design.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS # 07-LA-2019-02840.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse