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Governor's Office of Planning & Research

October 1, 2020

Oct 01 2020

Masa Alkire, AICP
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

STATE CLEARINGHOUSE

RE: One Beverly Hills North Overlay Specific
Plan – Notice of Preparation (NOP)
SCH# 2020090048
GTS# 07-LA-2020-03363
Vic. LA-405 / PM 30.853

Dear Masa Alkire:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project includes the following: (1) New 162 residential unit, 499,806 SF, 32-story, 410' tall residential building (Santa Monica Residences); (2) New 141 residential unit, 424,266 SF, 28-story, 369' tall residential building (Garden Residences); (3) New 37 residential unit and 42 hotel room, 213,966 SF, 11-story, 124' tall hotel/residential building (Wilshire Building); (4) New 127, 324 SF amenities and support areas structure, including 30 residential accessory spaces that could be used for staff housing (Promenade); (5) Replacement 37,562 SF, 31' tall conference center for Beverly Hilton Hotel; (6) Replacement 72,697 SF, 20' tall hotel restaurant, retail, 36 hotel room, and support area structure (Beverly Hilton Enhancement); (7) 10-acres of open space, including 8-acre botanical garden. The Project would add a net total of 940 new vehicle parking spaces.

The nearest State facility to the proposed project is SR-405. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, due to the amount of motor vehicle parking being provided, the One Beverly Hills Overlay Specific Plan is still designed in a way that induces demand for additional vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans supports reducing the amount of parking whenever possible. 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. Housing affordability can also be improved by not building an unnecessary amount of parking.

- If the parking structure 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.

- Caltrans also recommends that at least one long-term secure bicycle parking space should be provided per residential unit, allowing residents to more easily take advantage of the project's central location and choose the bicycle as their mode of travel.
- Long-term bicycle parking should be located onsite, on the ground floor, and within 200 feet of the pedestrian entrance to all main buildings.

This project site is also less than one mile from two major light rail stations which are part of the Metro Purple (D Line) Extension Transit Project. The forthcoming DEIR should reflect a project scope that includes robust walking and biking connections to the Wilshire/Rodeo and Century City/Constellation stations, both of which are expected to begin operations by 2025.

Additionally, 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.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03363.

Sincerely,

Miya Edmonson

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse