

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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Dec 01 2020

STATE CLEARINGHOUSE

December 1, 2020

Masa Alkire, AICP, Principal Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, California 90210

RE: Cheval Blanc Beverly Hills Specific Plan –
Notice of Preparation (NOP)
SCH# 2020110223
GTS# 07-LA-2020-03426
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 Cheval Blanc Beverly Hills Specific Plan Project is a proposal for a multiple-use building that will include a luxury hotel with restaurant and ancillary services, private club, and retail uses at street level with frontage on North Rodeo Drive. The new building is proposed to vary in height, with the portion fronting North Rodeo Drive to be 4-stories and step up in height to a maximum of 9-stories on North Beverly Drive. The luxury hotel would contain up to 115 hotel rooms. The private club would be physically contained within the hotel portion of the building and would provide facilities for social and recreational purposes for up to 500 individual members. Club amenities include meeting rooms, a screening room, and a club specific restaurant use. Appurtenant uses in connection with the hotel and club include: Restaurant uses, including a ground floor restaurant open to the public; a wellness center, including fitness and exercise equipment and services; a spa, including day spa, cosmetic spa, and beauty and barber services; and pools, decks, balconies, and outdoor dining facilities, which are proposed to be located on the building's rooftop areas. The new building is proposed to include a motor court with access from South Santa Monica Boulevard. The motor court will be valet operated and used for vehicle drop-off and pick-up for hotel, club, spa, retail, and restaurant users of the building. 24,980 square-feet of ground floor accessible retail space is proposed with frontage on North Rodeo Drive. The total linear length of the retail frontage is approximately 150 feet. The conceptual plan includes a new, approximately 20' by 35' pedestrian plaza on the southeast corner of the intersection of North Rodeo Drive and South Santa Monica Boulevard. 178 vehicle parking spaces are proposed to be located on three subterranean level

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 car parking being provided, the Cheval Blanc Beverly Hills 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 looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) measures as an alternative to requiring car parking.

Caltrans also recommends that at least one long-term secure bicycle parking space should be provided per residential unit or guest room, 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 a half mile from a major light rail station which is part of the Metro Purple (D Line) Extension Transit Project. The forthcoming DEIR should reflect a project scope that includes robust walking and biking elements to improve the safety and comfort for a person using the Wilshire/Rodeo station, which is 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-2020-03426.

Sincerely,



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