

DEPARTMENT OF TRANSPORTATION

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May 16, 2024

Governor's Office of Planning & Research

May 17 2024

Andre Sahakian, Principal Planner
Planning Division, Department of Community Development
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

STATE CLEARINGHOUSE

RE: 9600 Wilshire Boulevard Specific
Plan– Draft Environmental Impact
Report (DEIR)
SCH #2023030273
GTS #07-LA-2023-04496
LA-10/R 8.6

Dear Andre Sahakian,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes the 9600 Wilshire Boulevard Specific Plan, which would facilitate the rehabilitation and adaptive reuse of the Saks Fifth Avenue Women's Building, the retention of the existing commercial building at 9570 Wilshire for continued commercial use, and the development of new residential, retail, office, hospitality, social club, boutique hotel, open space, and related uses throughout the Specific Plan Area.

After reviewing the Draft EIR, Caltrans has the following comments:

In April of 2021, the City of Beverly Hills adopted its Complete Streets Plan with a goal of becoming a world-class cycling city. Caltrans supports the pedestrian safety mitigation measures stated in the DEIR which would promote a walkable neighborhood by providing enhanced pavement, streetlights, bike racks, street trees, and other enhancements. Included elements consist of sidewalk-widening and extension, a roadway-width reduction, and the installation of more safety elements, such as bollards or planters, to create a buffer between the vehicles and pedestrians.

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Currently, within the proposed project vicinity, there are a few Class III bikeway routes. There is a Class II (unbuffered) bike lane with green paint on Santa Monica Blvd. The City's Complete Streets Plan identifies new Class IV protected bike lanes on a few streets, along with more Class II (unbuffered) and Class III sharrows. Caltrans supports the Proposed Project's alignment to the Complete Streets Plan for bicycle and pedestrian enhancements, but also recommends that the Class II bike lanes be buffered, and the Class III bike lanes be upgraded to a buffered Class II Lane, as well. Where the current road design does not allow for a buffered Class II Lane, Caltrans recommends adding green paint to intersections and conflict zones, and appropriate bike lane signage, as safety mitigation measures.

Caltrans engineers concur that the Project would result in a less than significant transportation impact. As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities, and that construction trucks are covered with tarpaulin to avoid debris spillage onto roadways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-LA-2023-04496.

Sincerely,

Anthony Higgins for

Miya Edmonson
LDR/CEQA Branch Chief

Cc: State Clearinghouse