IV. ENVIRONMENTAL IMPACT ANALYSIS

D. TRANSPORTATION AND CIRCULATION

1. INTRODUCTION

This section is based on a traffic and parking impact study that was prepared for the proposed CSMC West Tower Project by Linscott, Law & Greenspan, Engineers, dated June 23, 2008 (see *Appendix E: Traffic Impact Study)*, which report is incorporated fully herein. The traffic impact study has been prepared through coordination with and reviewed by the City of Los Angeles Department of Transportation ("LADOT"). This section discusses potential impacts on transportation facilities and parking resulting from the proposed Project.

2. ENVIRONMENTAL CONDITIONS

a. Physical Setting

(1) Local Street and Freeway System

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways, with the highest capacity, to two-lane undivided roadways, with the lowest capacity. The roadway categories are summarized as follows:

Freeways. Limited-access and high-speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses. There are no regional freeways in the immediate Project area. Within a radius of several miles, however, the Hollywood (101) Freeway runs north-south to the east of the Project Site, the Santa Monica/Rosa Parks (10) Freeway runs east-west to the south of the Project Site and the San Diego (405) Freeway runs north-south to the west of the Project Site.

Arterial. Major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. For the City of Los Angeles, these are referred to as Major Highways Class II and Secondary Highways, respectively. Principal arterials (Major Highway Class II) are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials (Secondary Highways) are typically two-to-four lane streets that service local and commuter traffic. San Vicente Boulevard and Beverly Boulevard are examples of principal arterials or Major Highways. Robertson Boulevard and Third Street are examples of secondary arterials or Secondary Highways.

Collector. Streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are

typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking and/or provide access to abutting properties.

Local. Roadways that distribute traffic within a neighborhood or similar adjacent neighborhoods and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are generally fronted by residential uses and do not typically serve commercial uses.

Brief descriptions of the important roadways in the Project Site vicinity are provided below:

Robertson Boulevard. A north-south oriented roadway that is located immediately adjacent to the west of the CSMC Campus. Robertson Boulevard is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Robertson Boulevard north of Burton Way, and two lanes are provided in each direction on the roadway south of Burton Way. Two hour parking between the hours of 8:00 A.M. and 6:00 P.M. is generally provided along both sides of Robertson Boulevard near the CSMC Campus. Robertson Boulevard is posted for a 35 miles per hour speed limit within the Project study area.

George Burns Road. A north-south oriented roadway that bisects the CSMC Campus, extending between Beverly Boulevard and Third Street. George Burns Road is a private roadway within the CSMC Campus, as designated by the City of Los Angeles. The roadway serves as a primary access point to the CSMC Campus, including access to the North and South Towers, the Davis Research Building and the Project Site. One through travel lane is provided in each direction on the roadway and speed humps are provided between Beverly Boulevard and Gracie Allen Drive. The George Burns Road/Gracie Allen Drive intersection is currently all-way stop sign controlled. Parking is prohibited along both sides of George Burns Road within the CSMC Campus. George Burns Road becomes Hamel Road to the south of Third Street outside of the CSMC Campus.

Willaman Drive. A north-south oriented roadway that extends between Third Street and Gregory Way. Willaman Drive is designated as a Local roadway in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Willaman Drive in the Project vicinity. Two hour parking between the hours of 8:00 A.M. and 6:00 P.M. is generally provided along both sides of Willaman Drive near the CSMC Campus. There is no posted speed limit on this segment of Willaman Drive in the Project vicinity, thus it is assumed to have a prima facie speed limit of 25 miles per hour.

Sherbourne Drive. A north-south oriented roadway that extends southerly from Gracie Allen Drive on the CSMC Campus to Clifton Way. Within the CSMC Campus (i.e., between Gracie Allen Drive and Third Street), Sherbourne Drive is a private CSMC roadway. South of Third Street, Sherbourne Drive is designated as a Collector roadway in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Sherbourne Drive in the Project vicinity. Parking is prohibited along both sides of Sherbourne Drive north of Third Street within the CSMC Campus. South of Third Street, two hour parking

between the hours of 8:00 A.M. and 6:00 P.M. is generally provided along both sides of the roadway.

San Vicente Boulevard. A northwest-to-southeast oriented roadway that borders the CSMC Campus to the east. San Vicente Boulevard is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on San Vicente Boulevard in the Project vicinity. Parking is prohibited along both sides of San Vicente Boulevard south of Beverly Boulevard. North of Beverly Boulevard, two hour parking between the hours of 7:00 A.M. and 7:00 P.M. is generally provided along both sides of the roadway. San Vicente Boulevard is posted for a 35 miles per hour speed limit within the Project study area.

La Cienega Boulevard. A north-south oriented roadway that is located east of the CSMC Campus. La Cienega Boulevard is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on La Cienega Boulevard in the Project vicinity. Parking is prohibited along both sides of the roadway in the vicinity of the CSMC Campus. La Cienega Boulevard is posted for a 35 miles per hour speed limit within the Project study area.

Beverly Boulevard. An east-west oriented roadway that borders the CSMC Campus to the north. Beverly Boulevard is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Beverly Boulevard in the Project vicinity. Two hour parking between the hours of 8:00 A.M. and 6:00 P.M. is generally provided along both sides of the roadway near the CSMC Campus. Beverly Boulevard is posted for a 35 miles per hour speed limit within the Project study area.

Gracie Allen Drive. An east-west oriented roadway that bisects the CSMC Campus, extending between Robertson Boulevard and San Vicente Boulevard. Gracie Allen Drive is a private roadway within the CSMC Campus, as designated by the City of Los Angeles. Gracie Allen Drive serves as a primary access point to the CSMC Campus, including access to the S. Mark Taper Foundation Imaging Center, the emergency entrance to the North Tower, and the Project Site. One to two through travel lanes are provided in each direction on Gracie Allen Drive in the Project vicinity. The George Burns Road/Gracie Allen Drive intersection is currently all-way stop sign controlled. Parking is prohibited along both sides of Gracie Allen Drive within the CSMC Campus. Gracie Allen Drive becomes Alden Drive between George Burns Road and Robertson Boulevard and continues as Alden Drive west of Robertson Boulevard.

Third Street. An east-west oriented roadway that borders the CSMC Campus to the south. Third Street is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Third Street near the CSMC Campus, although two through travel lanes are provided in each direction on the roadway as a result of weekday peak commuter period curbside parking restrictions. Parking is prohibited along the north side of Third Street adjacent to the CSMC Campus. Two hour parking between the hours of 9:00 AM and 4:00 PM, however, is generally provided along the south side of Third Street near the CSMC Campus. Third Street is posted for a 30 miles per hour speed limit within the Project study area.

Burton Way. An east-west oriented roadway that is located south of the CSMC Campus. Burton Way is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. A raised median island is provided on the roadway within the Project area. Three through travel lanes are provided in each direction on Burton Way in the vicinity of the CSMC Campus. Two hour parking between the hours of 8:00 A.M. and 6:00 P.M. is generally provided along both sides of Burton Way within the Project area. Burton Way is posted for a 35 miles per hour speed limit within the Project study area.

Wilshire Boulevard. An east-west oriented roadway that is located south of the CSMC Campus. Wilshire Boulevard is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Three through travel lanes are provided in each direction on Wilshire Boulevard within the Project area. One hour parking between the hours of 10:00 AM and 3:00 PM is generally provided along both sides of Wilshire Boulevard within the Project area. Wilshire Boulevard is posted for a 35 miles per hour speed limit within the Project study area.

(2) Traffic Conditions and Levels of Service

The traffic analysis study area is generally comprised of locations that have the greatest potential to experience significant traffic impacts due to the Project, as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

(a) Study Intersections

After conferencing with City of Los Angeles staff, twenty-two (22) study intersections were identified for evaluation of potential Project impacts during the weekday morning ("A.M.") and afternoon ("P.M."). A traffic sub-consultant, Accutek Traffic Data, Inc., conducted manual counts at the study intersections during October 2007 and observed peak hour traffic volumes were increased at an annual rate of one percent (1%) per year to reflect year 2008 existing conditions. The 22 following study intersections were selected for analyses in consultation with LADOT staff in order to determine potential impacts related to the proposed Project:

Int. No. 1: Robertson Boulevard/Beverly Boulevard.[1]
Int. No. 2: Robertson Boulevard/Alden Drive-Gracie Allen Drive.[2]

[1] City of West Hollywood study intersection.
[2] City of Los Angeles study intersection.

Int. No. 3: Robertson Boulevard/Third Street.[2]
Int. No. 4: Robertson Boulevard/Burton Way.[3]
Int. No. 5: Robertson Boulevard/Wilshire Boulevard.[4]
Int. No. 6: George Burns Road/Beverly Boulevard. [1]
Int. No. 7: George Burns Road/Gracie Allen Drive.[5]
Int. No. 8: George Burns Road-Hamel Road/Third Street.[2]
Int. No. 9: Willaman Drive/Third Street.[2]
Int. No. 10: Willaman Drive/Wilshire Boulevard.[4]
Int. No. 11: Sherbourne Drive/Third Street.[2]
Int. No. 12: San Vicente Boulevard/Melrose Avenue.[1]
Int. No. 13: San Vicente Boulevard/Beverly Boulevard.[1]
Int. No. 14: San Vicente Boulevard/Gracie Allen Drive-Beverly Center.[2]
Int. No. 15: San Vicente Boulevard/Third Street.[2]
Int. No. 16: San Vicente Boulevard-Le Doux Road/Burton Way.[2]
Int. No. 17: San Vicente Boulevard/Wilshire Boulevard.[3]
Int. No. 18: La Cienega Boulevard/Beverly Boulevard.[2]
Int. No. 19: La Cienega Boulevard/Third Street.[2]
Int. No. 20: La Cienega Boulevard/San Vicente Boulevard.[2]
Int. No. 21 La Cienega Boulevard/Wilshire Boulevard.[4]
Int. No. 22 Orlando Avenue/Third Street.[2]

The general location of the Project in relation to the study locations and surrounding street system is presented in *Figure 31: Study Intersection Map*. The existing weekday A.M. and P.M. peak commuter period manual counts of turning vehicles at the study intersections are summarized in *Table 24: Existing Traffic Volumes*. The existing traffic volumes at the study intersections during the weekday A.M. and P.M. peak commuter hours are shown in *Figure 32: Existing Traffic Volumes - A.M. Peak Hour* and *Figure 33: Existing Traffic Volumes - P.M. Peak Hour*, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix E: Traffic Impact Study*.

A total of 21 of the study intersections are controlled by traffic signals. The remaining study intersection (Intersection No. 7, George Burns Road/Gracie Allen Drive) is controlled by all-way stop signs. The existing lane configurations at the 22 study intersections are displayed in *Figure 34: Existing Lane Configuration at Study Intersections*.

[3] Shared City of Los Angeles/City of Beverly Hills study intersection.
[4] City of Beverly Hills study intersection.
[5] CSMC privately controlled study intersection.

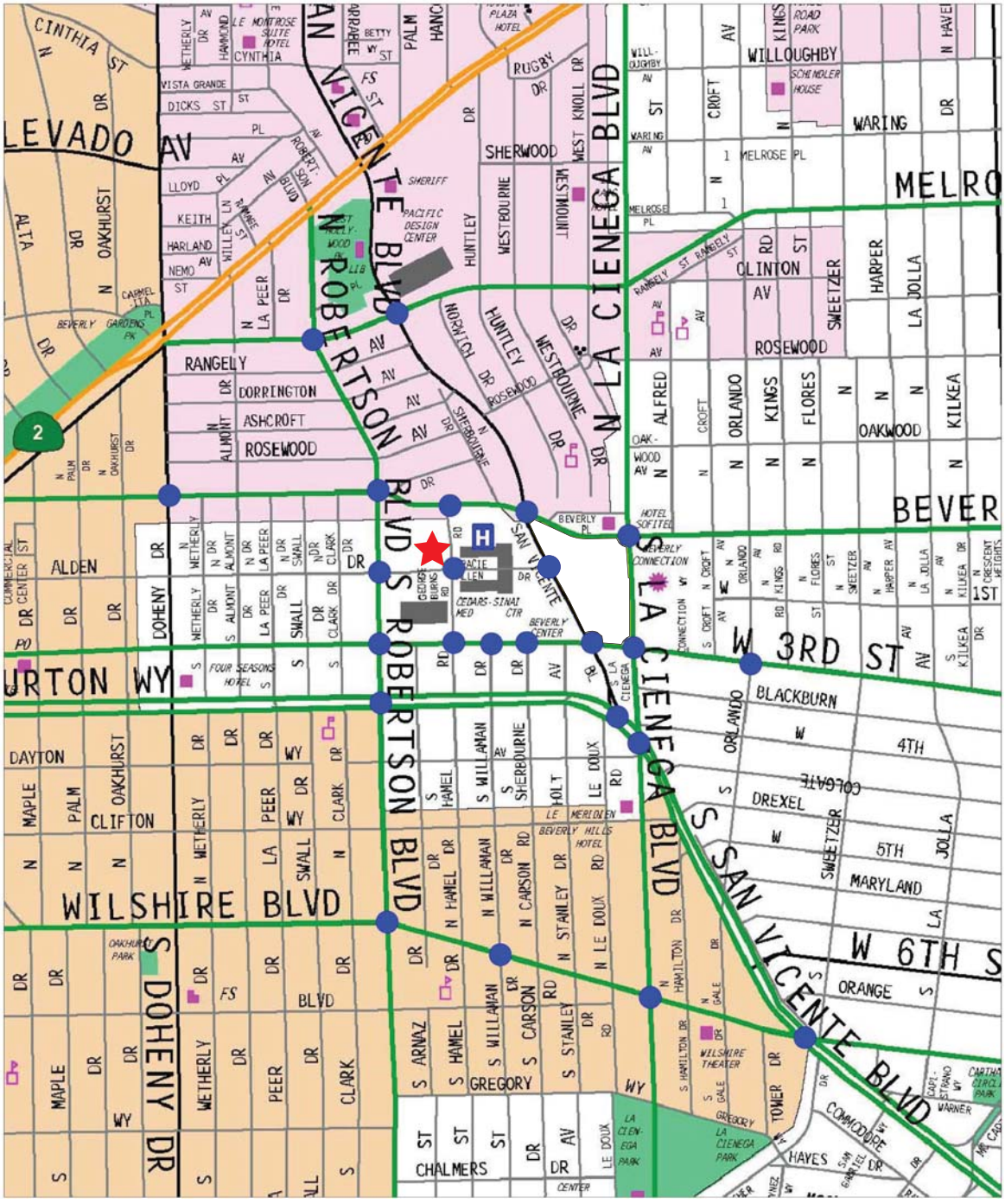

FIGURE 31
STUDY INTERSECTION MAP

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE 24
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Robertson Boulevard/ Beverly Boulevard	10/09/2007	NB	8:00	507	4:30	690
			SB		750		565
			EB		1,029		1,330
			WB		1,542		1,121
2	Robertson Boulevard/ Alden Drive-Gracie Allen Drive	10/09/2007	NB	8:15	593	4:45	712
			SB		654		57
			EB		145		174
			WB		128		194
3	Robertson Boulevard/ Third Street	10/09/2007	NB	8:15	699	4:45	694
			SB		595		592
			EB		395		533
			WB		949		633
4	Robertson Boulevard/ Burton Way	10/17/2007	NB	8:30	758	5:00	768
			SB		732		719
			EB		779		1,201
			WB		1,540		1,043
5	Robertson Boulevard/ Wilshire Boulevard	10/17/2007	NB	8:30	982	5:00	888
			SB		852		862
			EB		1,251		1,978
			WB		2,177		1,511
6	George Burns Road/ Beverly Boulevard	10/10/2007	NB	8:00	115	4:30	469
			SB		9		73
			EB		1,018		1,314
			WB		1,790		1,129
7	George Burns Road/ Gracie Allen Drive	10/10/2007	NB	7:45	212	4:30	415
			SB		373		227
			EB		167		307
			WB		213		216
8	George Burns Road-Hamel Road/ Third Street	10/10/2007	NB	8:00	169	4:30	54
			SB		212		640
			EB		644		705
			WB		1,207		718

TABLE 24 (CONTINUED)
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
9	Wilaman Drive/ Third Street	10/10/2007	NB	8:30	269	4:45	359
			SB		0		0
			EB		527		943
			WB		1,237		738
10	Willaman Drive/ Wilshire Boulevard	10/17/2007	NB	8:30	340	5:00	265
			SB		218		336
			EB		1,267		1,758
			WB		2,036		1,452
11	Sherbourne Drive/ Third Street	10/10/2007	NB	8:15	75	4:45	61
			SB		55		354
			EB		682		1,178
			WB		1,444		715
12	San Vicente Boulevard/ Melrose Avenue	10/17/2007	NB	8:15	813	5:00	1,095
			SB		635		908
			EB		547		972
			WB		1,082		872
13	San Vicente Boulevard/ Beverly Boulevard	10/11/2007	NB	8:30	891	4:15	1,072
			SB		1,076		940
			EB		728		1,331
			WB		1,552		1,026
14	San Vicente Boulevard/ Gracie Allen Drive-Beverly Center	10/11/2007	NB	8:30	931	5:00	930
			SB		955		969
			EB		192		494
			WB		16		375
15	San Vicente Boulevard/ Third Street	10/11/2007	NB	8:15	810	5:00	802
			SB		755		1,162
			EB		551		1,321
			WB		1,472		738
16	San Vicente Boulevard-Le Doux Road/ Burton Way	10/16/2007	NB	8:30	20	4:45	65
			SB		712		1,070
			EB		537		1,198
			WB		2,056		1,336

TABLE 24 (CONTINUED)
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
17	San Vicente Boulevard/ Wilshire Boulevard	10/18/2007	NB	8:15	1,722	5:00	969
			SB		1,061		1,448
			EB		1,322		1,519
			WB		1,448		1,446
18	La Cienega Boulevard/ Beverly Boulevard	10/18/2007	NB	8:45	1,019	5:00	1,719
			SB		1,528		1,276
			EB		779		1,649
			WB		1,515		1,104
19	La Cienega Boulevard/ Third Street	10/16/2007	NB	8:00	1,305	5:00	1,687
			SB		1,437		1,318
			EB		535		1,323
			WB		1,457		856
20	La Cienega Boulevard/ San Vicente Boulevard	10/16/2007	NB	8:00	1,389	5:00	1,626
			SB		1,570		1,346
			EB		1,183		2,216
			WB		2,040		1,476
21	La Cienega Boulevard/ Wilshire Boulevard	10/18/2007	NB	8:15	1,723	5:00	1,585
			SB		1,334		1,545
			EB		1,275		1,653
			WB		1,841		1,509
22	Orlando Avenue/ Third Street	10/10/2007	NB	8:15	185	5:00	485
			SB		480		245
			EB		600		1,291
			WB		1,373		798

[1] Counts conducted by Accutek. NOTE: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

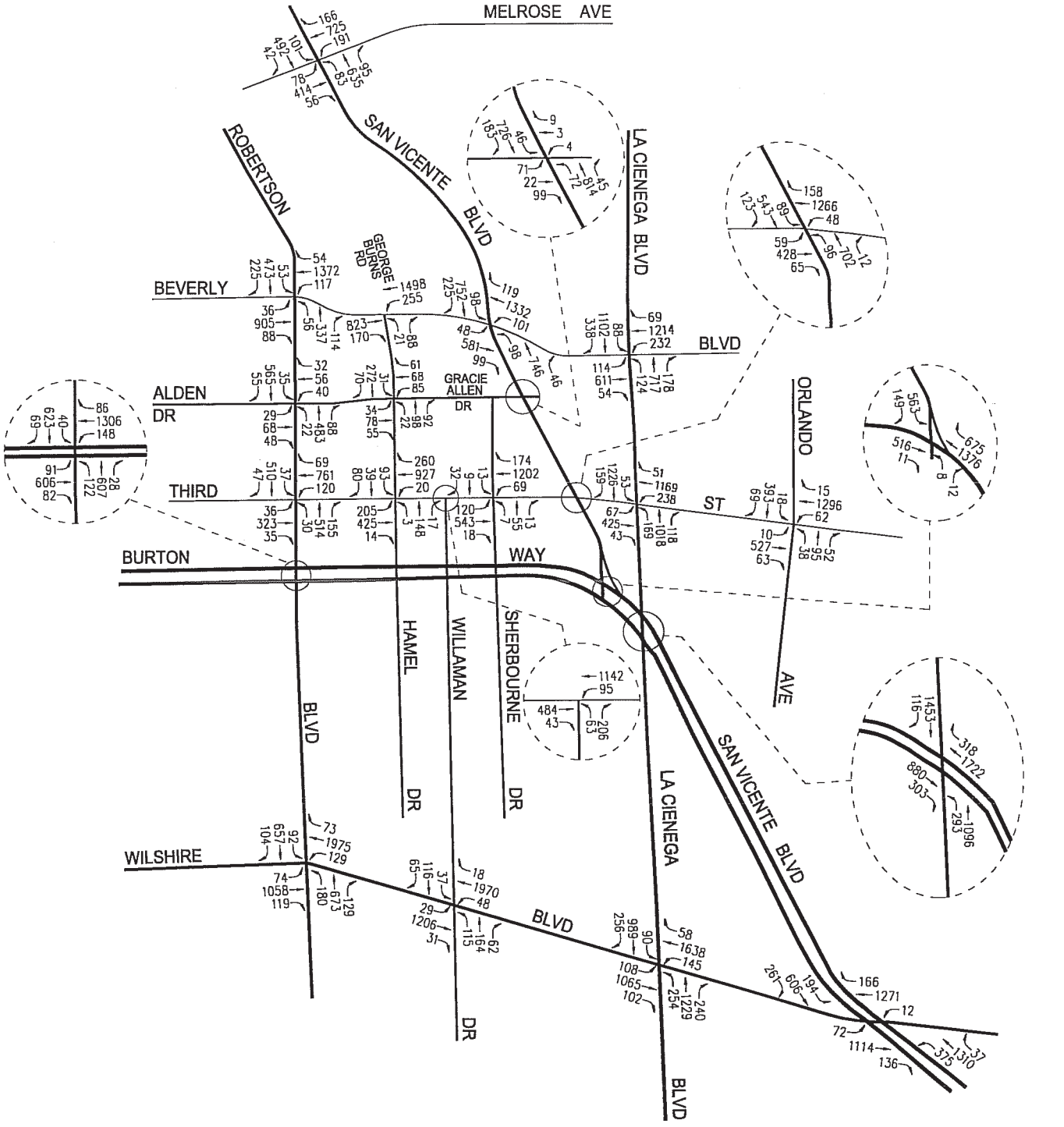

FIGURE 32
EXISTING TRAFFIC VOLUMES - A.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

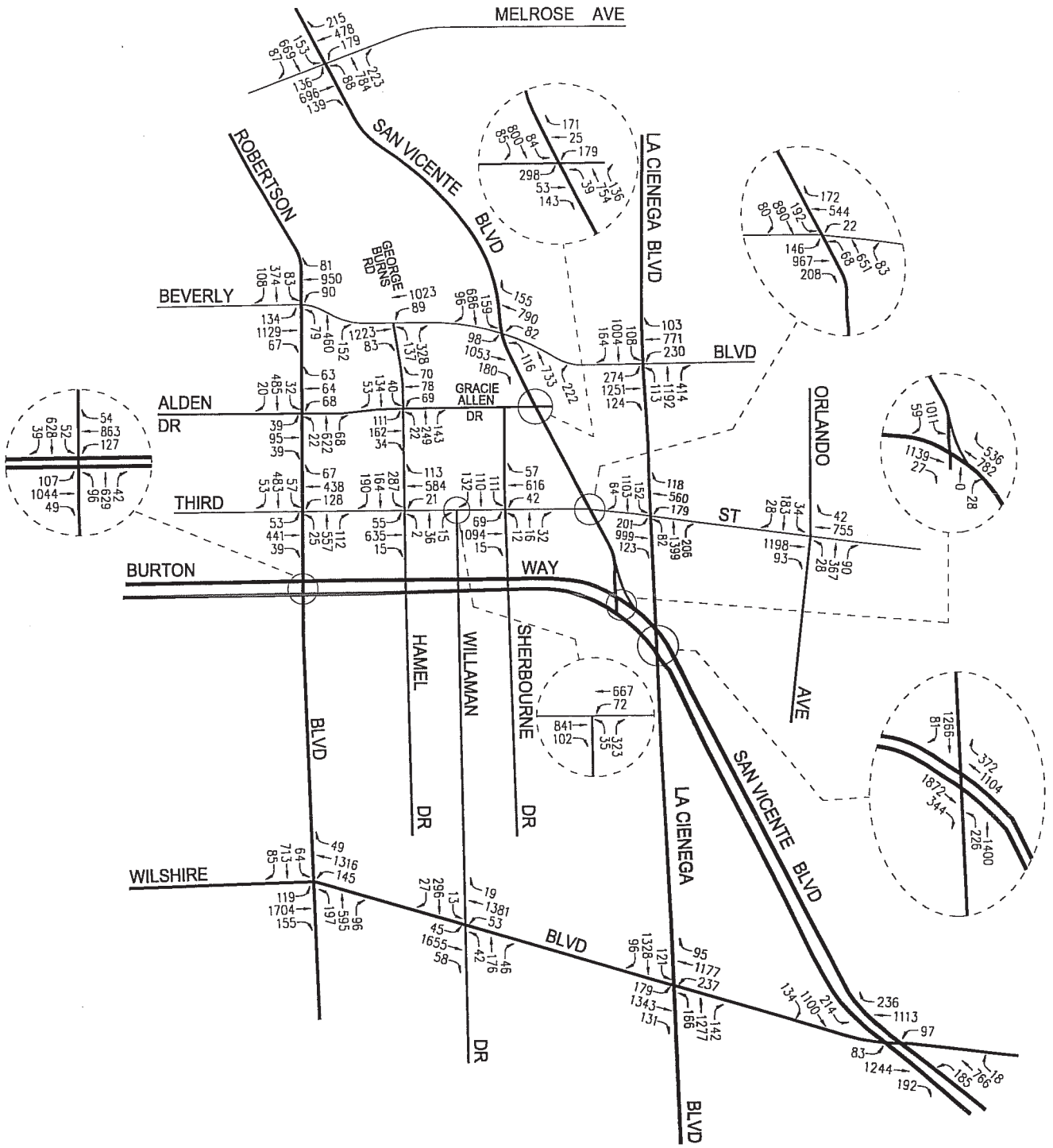

FIGURE 33
EXISTING TRAFFIC VOLUMES - P.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

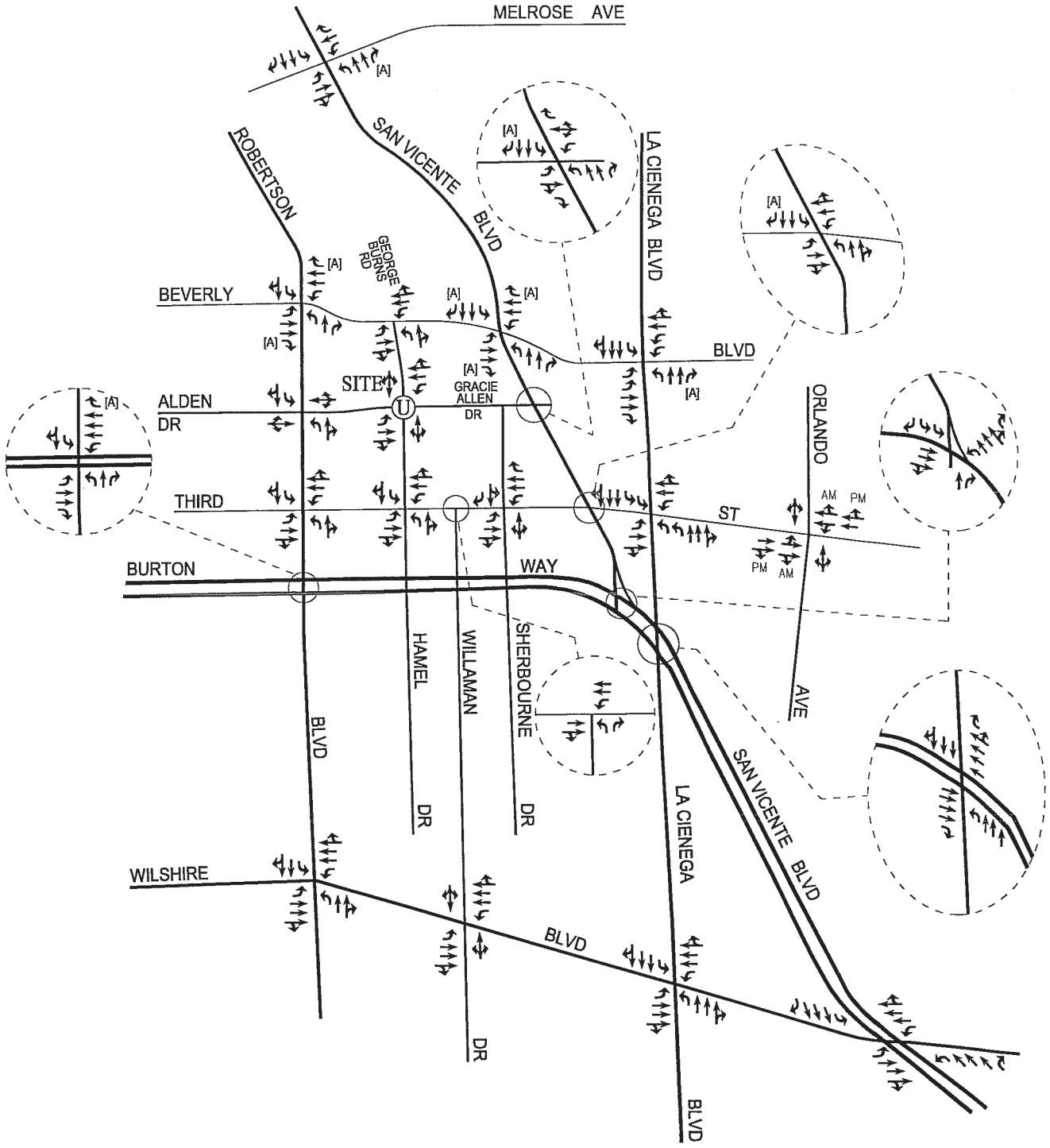

FIGURE 34
EXISTING LANE CONFIGURATION AT STUDY INTERSECTIONS
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

(b) Level of Service

Methodology

The 22 study intersections were evaluated using the Critical Movement Analysis ("CMA") method, which determines the Volume-to-Capacity ("*V/C*") ratio on a critical lane basis. The *V/C* ratio is a measure of an intersection's traffic (existing or projected) as compared to the theoretical (design) capacity of the intersection. The overall intersection *V/C* ratio is subsequently assigned a Level of Service ("LOS") value to describe intersection operations. LOS is a qualitative indicator of an intersection's operating conditions, which is used to represent various degrees of congestion and delay. LOS varies from LOS A (free flow with little or no delay) to LOS F (jammed conditions resulting from extreme congestion). A more detailed description of the CMA method and values and explanation of corresponding Levels of Service are provided in *Appendix B of Appendix E: Traffic Impact Study*. The relationship between CMA *V/C* ratios and LOS for intersection capacity calculations is generally as follows:

***V/C* RATIO**	**LOS**
0 to 0.60	A
0.61 to 0.70	B
0.71 to 0.80	C
0.81 to 0.90	D
0.91 to l.00	E
≥ 1.00	F

Existing Intersection LOS

Eighteen of the 22 study intersections are presently operating at LOS D or better during the weekday A.M. and P.M. peak hours under existing conditions, as will be discussed in more detail in a later section. The following four study intersections are currently operating at LOS E during the weekday peak hours as shown below:

- Int. No. 1: Robertson Blvd./Beverly Blvd. — A.M. Peak Hour: V/C=0.914, LOS E
- Int. No. 5: Robertson Blvd./Wilshire Blvd. — A.M. Peak Hour: V/C=0.957, LOS E; P.M. Peak Hour: V/C=0.990, LOS E
- Int. No. 18: La Cienega Blvd./Beverly Blvd. — P.M. Peak Hour: V/C=0.989, LOS E
- Int. No. 21: La Cienega Blvd./Wilshire Blvd. — A.M. Peak Hour: V/C=0.976, LOS E; P.M. Peak Hour: V/C=0.996, LOS E

(3) Access and Local Circulation

The CSMC Campus and Project Site may be accessed through a combination of the local public street system and the private CSMC Campus internal streets, as shown on *Figure 35: CSMC Campus Access*.

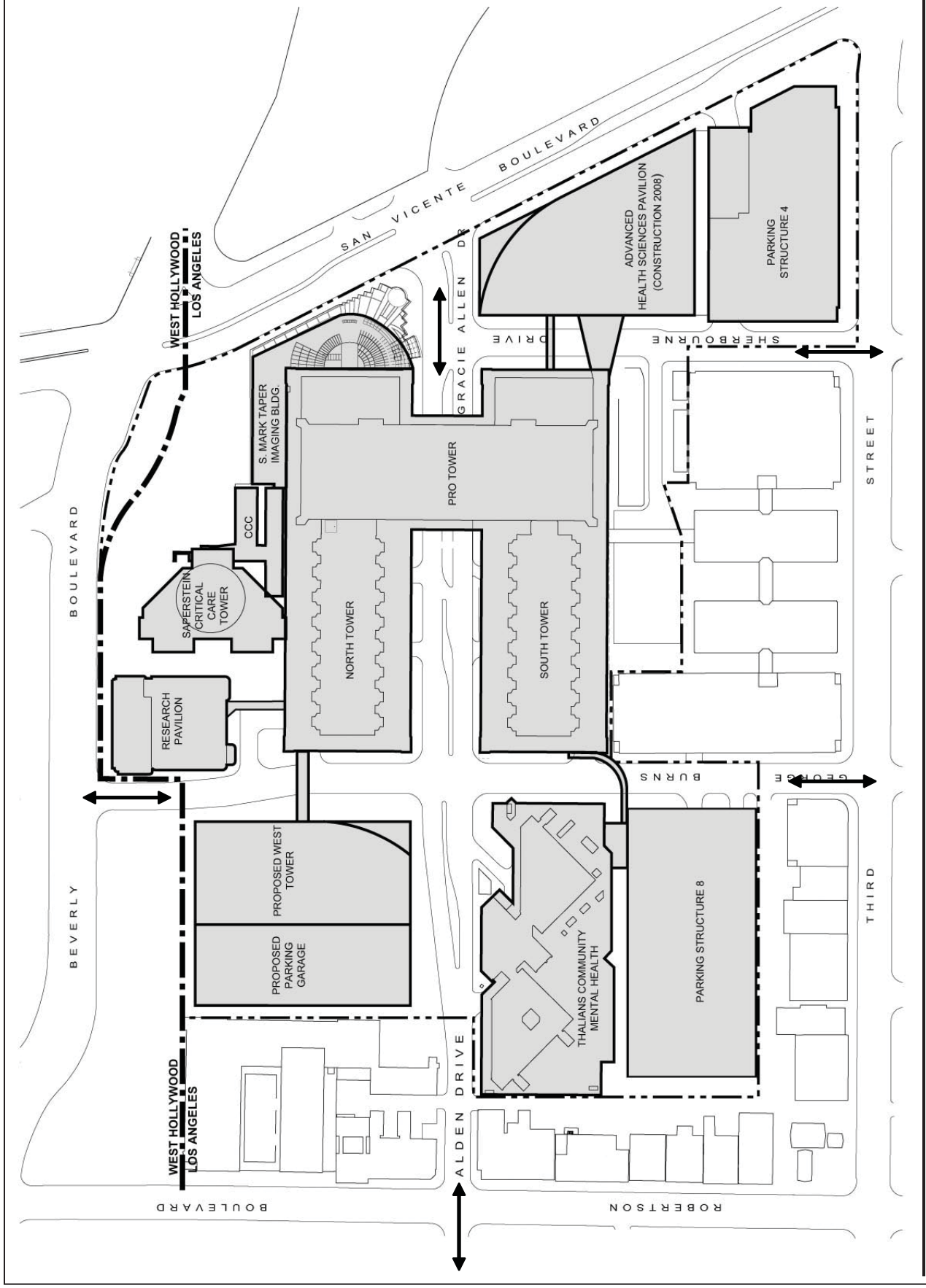

FIGURE 35
CSMC CAMPUS ACCESS

SOURCE: HOK

External vehicular access to the CSMC Campus is provided via five key intersections that are presently traffic signal controlled and are located on the periphery of the CSMC Campus. Left-turn lanes are provided at all of the subject intersections to facilitate access into the CSMC Campus. The five key CSMC Campus access intersections are:

- Robertson Boulevard/Alden Drive-Gracie Allen Drive
- George Burns Road/Beverly Boulevard
- George Burns Road-Hamel Road/Third Street
- Sherbourne Drive/Third Street
- San Vicente Boulevard/Gracie Allen Drive-Beverly Center

Internal circulation within the CSMC Campus is primarily facilitated by three private roadways that provide access to the CSMC Campus parking facilities and medical buildings: the north-south oriented George Burns Road, the east-west oriented Gracie Allen Drive and the north-south oriented Sherbourne Drive.

Two external CSMC Campus driveways are provided on the south side of Beverly Boulevard between George Burns Road and San Vicente Boulevard and two are provided on the west side of San Vicente Boulevard between Gracie Allen Drive and Third Street. All of the remaining CSMC Campus driveways providing access to parking facilities and medical buildings are situated within the CSMC Campus.

This Project contains no planned changes to the five CSMC Campus key access intersections or the external CSMC Campus driveways as they were approved under the Master Plan. The existing internal driveway, located at the northwest corner of George Burns Road and Gracie Allen Drive that accesses the Project Site, will be removed; however, access to the planned adjoining parking structure will be provided via a new driveway along the north side of Gracie Allen Drive.

(4) Parking

A total of 6,894 parking spaces are currently provided on the CSMC Campus, in accordance with the City parking requirements approved under Ordinance No. 168,847. This total includes 5,240 spaces in parking facilities controlled by CSMC and a total of 1,654 parking spaces in the two Medical Office Tower parking structures located south of the CSMC Campus along Third Street. After completion of the Advanced Health Sciences Pavilion (construction beginning in the first quarter of 2009), a net additional 381 parking spaces[6] will be provided on the Campus, bringing the total amount of parking provided on the Campus to 7,275 parking spaces by the start of the construction/demolition process for the Project. For purposes of this Draft SEIR, the 7,275 parking spaces resulting after construction of the Advanced Health Sciences Pavilion will be considered as the currently existing parking count.

[6] The net additional 381 parking spaces accounts for demolition of the existing 166-space parking lot at the Advanced Health Sciences Pavilion site and construction of 547 new parking spaces (547 – 166 = 381 net additional spaces).

(5) Public Transit

The Metro, LADOT and the City of West Hollywood currently provide public bus transit service within the CSMC Campus area. A summary of existing transit routes that serve the Project vicinity is provided in *Table 25: Existing Public Transit Routes* and illustrated in *Figure 36: Existing Public Transit Routes*.

TABLE 25
EXISTING PUBLIC TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 14	Beverly Hills to Downtown Los Angeles	Beverly Boulevard	EB WB	6 7	6 5
Metro 16	Century City to Downtown Los Angeles (via Hancock Park, Westlake)	Third Street	EB WB	10 12	11 15
Metro 218	Cedars-Sinai Medical Center to Studio City (via Beverly Hills, Park La Brea, West Hollywood)	Third Street	NB SB	4 4	3 3
Metro 220	Culver City to West Hollywood (via Beverly Hills)	Robertson Boulevard	NB SB	2 2	2 2
Metro 316	Century City to Downtown Los Angeles (via Hancock Park, Westlake)	Third Street	EB WB	7 6	6 4
Metro 305	Willowbrook to Westwood (via Watts, South LA, Crenshaw District, Mid-City, Miracle Mile, West Hollywood, Beverly Hills)	San Vicente Boulevard	NB SB	2 2	2 2
Metro 550	San Pedro to West Hollywood (via Harbor City, Harbor Gateway, Los Angeles Exposition Park, Mid-City, Beverly Hills)	San Vicente Boulevard	NB SB	2 3	3 2
Metro 714	Beverly Hills to Downtown Los Angeles	Beverly Boulevard	EB WB	4 4	4 4
Dash-Fairfax [2]	Wilshire Boulevard to Robertson Boulevard (Fairfax Avenue., Melrose Avenue, La Cienega Boulevard)	Third Street	EB WB	4 4	4 4
Dash-Hollywood/ West Hollywood [2]	Hollywood to West Hollywood	Gracie Allen Drive	EB WB	4 4	4 4
West Hollywood City Line Route A/B [3]	Hollywood to Beverly Hills (via West Hollywod)	San Vicente Boulevard	EB WB	0 0	2 2

[1] Sources: Los Angeles County Metropolitan Transportation Authority (LACMTA) Website, http://www.metro.net/default.asp.
[2] Sources: City of Los Angeles Department of Transportation (LADOT) Website, http://www.ladottransit.com.
[3] Sources: City of West Hollywood Website, http://www.weho.org.

FIGURE 36
EXISTING PUBLIC TRANSIT ROUTES
SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

NORTH

The location of the CSMC Campus facilitates pedestrian activity, bicycle usage and use of public transit services, particularly due to the proximity of nearby commercial corridors. Regional and local public bus transit stops are provided on the periphery of the CSMC Campus, as well as within the Campus along George Burns Road and Gracie Allen Drive.

b. Regulatory and Policy Setting

(1) General Plan Circulation Element and Community Plan

The Wilshire Community Plan (the "Community Plan") was adopted on September 19, 2001 to guide the development in the Project area. The Community Plan includes goals, objectives and policies pertaining to transportation issues, which focus predominantly on public transit, alternative transportation modes, transportation systems and congestion management, and parking.

The Community Plan notes that some of the major public transportation opportunities within the Community Plan area relate to the MTA rail transit lines and bus transit service. The Community Plan recognizes that the operation of a safe, convenient, and efficient mass transit line would also lessen regional dependence on the private automobile and the need for additional traffic capacity.

With regard to transportation demand management ("TDM"), it is the City's objective that the traffic LOS on the street system not exceed LOS D. TDM is a program designed to encourage people to change their mode of travel from single occupancy automotive vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle. The City actively enforces TDM requirements through a City-wide TDM Ordinance, participation in regional transportation management programs, and formation of localized transportation management associations.

(2) Regional Transportation System

The Congestion Management Program (the "CMP") is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990 to address the impact of local growth on the regional transportation system. The MTA developed the 2004 CMP Traffic Impact Analysis ("TIA") guidelines for Los Angeles County (July 2004), which require that intersection and/or freeway monitoring locations be examined if a proposed project will add 50 or 150 more trips, respectively, during the A.M. or P.M. weekday peak periods.

The following CMP intersection monitoring locations in the Project area have been identified and will be discussed later:

CMP Station Designation	Intersection
Int. No. 5	Santa Monica Boulevard/Wilshire Boulevard
Int. No. 6	Wilshire Boulevard/La Cienega Boulevard (Study Int. No. 21)
Int. No. 161	Santa Monica Boulevard/La Cienega Boulevard

c. CSMC Campus Background and 1993 Approvals

On June 23, 1993, the Los Angeles City Council passed Ordinance Nos. 168,847 and 168,848 approving a Development Agreement, Master Plan, and Zone/Height District Change for the CSMC Campus. The CSMC Master Plan includes 700,000 square feet of medical space floor area, as analyzed and certified in the Original EIR, of which 529,350 square feet will have been built at the time of Project construction (including the Advanced Health Sciences Pavilion to begin construction in first quarter of 2009). Thus, the Master Plan currently contains 170,650 square feet of remaining entitlements that are un-built. The proposed Project includes an amendment to the Master Plan to accommodate 100 additional inpatient beds within 200,000 additional square feet of inpatient floor area on the CSMC Campus. The Original EIR examined the transportation impacts associated with development of the Approved Building on the Project Site under the Master Plan; therefore, several findings discussed in the Original EIR will reasonably apply to the transportation impact analysis for the proposed Project below. Therefore, the findings of the Original EIR will be referenced and used for comparison when reasonably applicable in the transportation analysis of this Draft SEIR.

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction Analysis

To estimate the construction traffic impacts of the CSMC West Tower Project, certain construction assumptions must be made, which are detailed in the construction analysis below. After assumptions are made, construction traffic trip generations are calculated for daily construction trips associated with worker vehicles, haul trucks and miscellaneous trucks used during the construction process. A standard percentage of the daily construction trips generated are then assumed to be traveling during the weekday A.M. peak hour and P.M. peak hour. For miscellaneous construction trucks, a Passenger Car Equivalency ("PCE") has been determined and has been applied to the truck trips to estimate the number of passenger vehicle trips that would be associated with these trucks. The final estimated weekday A.M. and P.M. peak hour trips are expressed in PCE vehicle trips.

(2) Intersection Analysis

To estimate the traffic impacts of the West Tower Project, a multi-step process was utilized. First, trip generation estimates are used to calculate the total arriving and departing traffic volumes on a peak hour (i.e., A.M. and P.M.) and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation (i.e., 100 inpatient beds).

Second, trip distribution identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

Third, traffic assignment involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the Project is isolated by comparing operational (i.e., LOS) conditions at the selected key intersections using expected future traffic volumes with and without the forecasted Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

As previously explained, the 22 study intersections were evaluated using the CMA method of analysis. The relative impact of the added traffic volumes to be generated by the Project during the A.M. and P.M. peak hours was evaluated based on analysis of future operating conditions at the 22 study intersections, with and without the forecasted Project traffic. The previously discussed capacity analysis procedures were utilized to evaluate the future *V/C* relationships and LOS characteristics at each study intersection.

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Condition [a] plus 1.0 percent (1.0%) ambient traffic growth through year 2023 ("Existing With Ambient Growth Conditions").

[c] Condition [b] with completion and occupancy of the Related Projects ("Future Pre-Project Conditions").

[d] Condition [c] with completion and occupancy of the Project ("Future With Project Conditions").

[e] Condition [d] with implementation of Project mitigation measures, where necessary ("Future Project with Mitigation Conditions").

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the 22 study intersections. Thus, the Future With Project Conditions analyze the cumulative impact of the proposed Project and provide a conservative and comprehensive analysis of the future conditions in the study area after anticipated full occupancy of the proposed Project in year 2023. Summaries of the forecast *V/C* ratios and LOS values for the study intersections during the A.M. and P.M. peak hours are shown in *Table 26: Summary of Volume-To-Capacity Ratios and Levels of Service*. The traffic analysis

TABLE 26
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE

NO	INTERSECTION	PEAK HOUR	[1] EXISTING		[2] YEAR 2023 W/ AMBIENT GROWTH		[3] YEAR 2023 W/ RELATED PROJECTS		[4]				[5]			
									YEAR 2023 W/ PROPOSED PROJECT		CHANGE V/C ([4] - [3])	SIGNIF. IMPACT	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C ([5] - [3])	MITI-GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	Robertson Boulevard/ Beverly Boulevard	AM	0.914	E	1.031	F	1.316	F	1.320	F	0.004	NO	1.320	F	0.004	—
		PM	0.740	C	0.832	D	1.232	F	1.239	F	0.007	NO	1.239	F	0.007	—
2	Robertson Boulevard/ Alden Drive- Gracie Allen Drive	AM	0.481	A	0.534	A	0.825	D	0.872	D	0.022	YES	0.827	D	-0.023	YES
		PM	0.572	A	0.639	B	1.034	F	1.063	F	0.029	YES	0.946	E	-0.088	YES
3	Robertson Boulevard/ Third Street	AM	0.701	C	0.787	C	1.182	F	1.191	F	0.009	NO	1.191	F	0.009	—
		PM	0.659	B	0.739	C	1.223	F	1.227	F	0.004	NO	1.227	F	0.004	—
4	Robertson Boulevard/ Burton Way	AM	0.824	D	0.928	E	1.262	F	1.266	F	0.004	NO	1.266	F	0.004	—
		PM	0.872	D	0.983	E	1.287	F	1.295	F	0.008	NO	1.295	F	0.008	—
5	Robertson Boulevard/ Wilshire Boulevard	AM	0.957	E	1.101	F	1.397	F	1.400	F	0.003	NO	1.400	F	0.003	—
		PM	0.990	E	1.138	F	1.481	F	1.484	F	0.003	NO	1.484	F	0.003	—
6	George Burns Road/ Beverly Boulevard	AM	0.523	A	0.582	A	0.676	B	0.715	C	0.020	NO	0.646	B	-0.049	—
		PM	0.656	B	0.735	C	0.929	E	0.951	E	0.022	YES	0.918	E	-0.011	YES
7	George Burns Road/ Gracie Allen Drive	AM	0.455	A	0.523	A	0.633	B	0.714	C	0.039	NO	0.714	C	0.039	—
		PM	0.534	A	0.614	B	0.699	B	0.783	C	0.031	NO	0.783	C	0.031	—
8	George Burns Road- Hamel Road/ Third Street	AM	0.635	B	0.710	C	0.834	D	0.853	D	0.012	NO	0.853	D	0.012	—
		PM	0.436	A	0.482	A	0.630	B	0.678	B	0.017	NO	0.678	B	0.017	—
9	Willaman Drive/ Third Street	AM	0.416	A	0.459	A	0.571	A	0.587	A	0.007	NO	0.587	A	0.007	—
		PM	0.484	A	0.537	A	0.676	B	0.699	B	0.006	NO	0.699	B	0.006	—
10	Willaman Drive/ Wilshire Boulevard	AM	0.713	C	0.820	D	0.941	E	0.941	E	0.000	NO	0.941	E	0.000	—
		PM	0.668	B	0.768	C	0.898	D	0.898	D	0.000	NO	0.898	D	0.000	—
11	Sherbourne Drive/ Third Street	AM	0.469	A	0.520	A	0.686	B	0.704	B	0.006	NO	0.704	C	0.006	—
		PM	0.442	A	0.489	A	0.625	B	0.647	B	0.007	NO	0.647	B	0.007	—
12	San Vicente Boulevard/ Melrose Avenue	AM	0.814	D	0.937	E	1.120	F	1.121	F	0.001	NO	1.121	F	0.001	—
		PM	0.772	C	0.888	D	1.233	F	1.235	F	0.002	NO	1.235	F	0.002	—
13	San Vicente Boulevard/ Beverly Boulevard	AM	0.723	C	0.811	D	1.050	F	1.057	F	0.007	NO	1.057	F	0.007	—
		PM	0.746	C	0.838	D	1.100	F	1.109	F	0.009	NO	1.109	F	0.009	—
14	San Vicente Boulevard/ Gracie Allen Drive- Beverly Center	AM	0.353	A	0.387	A	0.475	A	0.494	A	0.006	NO	0.494	A	0.005	—
		PM	0.565	A	0.630	B	0.749	C	0.769	C	0.005	NO	0.769	C	0.005	—
15	San Vicente Boulevard/ Third Street	AM	0.741	C	0.832	D	1.119	F	1.125	F	0.006	NO	1.125	F	0.006	—
		PM	0.709	C	0.796	C	1.035	F	1.049	F	0.004	NO	1.049	F	0.004	—

TABLE 26 (CONTINUED)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE

NO	INTERSECTION	PEAK HOUR	[1] EXISTING		[2] YEAR 2023 W/ AMBIENT GROWTH		[3] YEAR 2023 W/ RELATED PROJECTS		[4]				[5]			
									YEAR 2023 W/ PROPOSED PROJECT		CHANGE V/C ([4] - [3])	SIGNIF. IMPACT	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C ([5] - [3])	MITI-GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
16	San Vicente Boulevard-Le Doux Road/ Burton Way	AM	0.493	A	0.547	A	0.703	C	0.708	C	0.003	NO	0.708	C	0.003	—
		PM	0.585	A	0.653	B	0.901	E	0.906	E	0.005	NO	0.906	E	0.005	—
17	San Vicente Boulevard/ Wilshire Boulevard	AM	0.759	C	0.853	D	1.060	F	1.065	F	0.005	NO	1.065	F	0.005	—
		PM	0.721	C	0.810	D	1.010	F	1.013	F	0.003	NO	1.013	F	0.003	—
18	La Cienega Boulevard/ Beverly Boulevard	AM	0.882	D	0.994	E	1.192	F	1.201	F	0.009	NO	1.201	F	0.009	—
		PM	0.989	E	1.118	F	1.580	F	1.583	F	0.003	NO	1.583	F	0.003	—
19	La Cienega Boulevard/ Third Street	AM	0.825	D	0.929	E	1.216	F	1.221	F	0.005	NO	1.221	F	0.005	—
		PM	0.873	D	0.984	E	1.369	F	1.372	F	0.003	NO	1.372	F	0.003	—
20	La Cienega Boulevard/ San Vicente Boulevard	AM	0.822	D	0.925	E	1.231	F	1.234	F	0.003	NO	1.234	F	0.003	—
		PM	0.732	C	0.822	D	1.192	F	1.197	F	0.005	NO	1.197	F	0.005	—
21	La Cienega Boulevard/ Wilshire Boulevard	AM	0.976	E	1.122	F	1.450	F	1.453	F	0.003	NO	1.453	F	0.003	—
		PM	0.996	E	1.145	F	1.501	F	1.503	F	0.002	NO	1.503	F	0.002	—
22	Orlando Avenue/ Third Street	AM	0.740	C	0.831	D	0.958	E	0.959	E	0.001	NO	0.959	E	0.001	—
		PM	0.706	C	0.793	C	1.003	F	1.009	F	0.002	NO	1.009	F	0.002	—

follows the City of Los Angeles traffic study guidelines[7] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program.[8] This traffic analysis evaluates potential Project-related impacts at the 22 study intersections in the vicinity of the Project Site.

The forecast of future conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast.

(3) Comparative Analysis

When applicable in the impact analysis, references and comparisons have been made to the Master Plan development entitlement (i.e., 700,000 square feet) analyzed in the Original EIR. The resulting net Project traffic impacts to LOS at the 22 study intersections (of which 18 were studied in the Original EIR as discussed below), parking, access, public transit, plan and policy consistency and cumulative impacts will be compared to the environmental impacts resulting from development of the adopted Master Plan. This comparison will determine the incremental impact of the Project and will analyze the substantiality of the Project's net transportation impacts above those determined for the Master Plan considered in the Original EIR.

It should be noted that the traffic impacts associated only with the proposed Project have been isolated in the traffic impact study to determine the true net impact of the Project beyond the impacts of the Master Plan addressed in the Original EIR. The residual 170,650 square feet of Master Plan entitlement, encompassed as part of the West Tower, have been analyzed in the traffic impact study as a Related Project (Related Project No. LA39 as shown in *Table 29: List of Related Projects* [page 194]). Doing so allows the impact analysis to account for the traffic impacts of this residual Master Plan entitlement on a cumulative basis, while still allowing for

[7] City of Los Angeles Department of Transportation, *Traffic Study Policies and Procedures*, http://www.lacity.org/LADOT/TrafficStudyGuidelines.pdf (March 2002).
[8] Los Angeles County Metropolitan Transportation Authority, *2004 Congestion Management Program for Los Angeles County*, http://www.metro.net/images/cmp_2004.pdf (July 2004).

the isolation of impact findings for the proposed Project. Therefore, the impacts of full build-out of the Master Plan are forecast through the Future Pre-Project Conditions; subsequently, the net incremental impact of the Project is then added to that condition to forecast Future With Project Conditions. The 90,000 square feet of space incorporated from the Existing Building into the West Tower will continue to be considered as existing pre-Master Plan development. Consequently, the impacts of the Existing Building uses were considered as existing traffic conditions for the Master Plan in the Original EIR and all impacts associated with this component have already been considered. Therefore, transportation impacts of all components of the 460,650 square foot West Tower will have been considered in this Draft SEIR.

b. Thresholds of Significance

In accordance with Los Angeles CEQA Thresholds Guide (as adopted 2006), the project would have significant impact on transportation and circulation if it would cause any of the following conditions to occur:

(1) Construction Thresholds

The determination of significance shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- Length of time of temporary street closures or closures of two or more traffic lanes;
- Classification of the street affected;
- Existing traffic levels and LOS on the affected streets and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- Presence of emergency services located nearby that regularly use the affected street.

Temporary Loss of Access:

- Length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- Availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; and
- Type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops

- Length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- Availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;

- Existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking

- Current utilization of existing on-street parking;
- Availability of alternative parking locations or public transit options within ¼ mile of the project site; and
- Length of time that existing parking spaces would be unavailable.

(2) Intersection Traffic Thresholds

The significance of the potential impacts of Project generated traffic at each study intersection was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures*, (March 2002). According to the City's published traffic study guidelines, a significant transportation impact is determined based on the Sliding Scale criteria presented in *Table 27: City of Los Angeles Intersection Impact Threshold Criteria*.

TABLE 27
CITY OF LOS ANGELES – INTERSECTION IMPACT THRESHOLD CRITERIA

FINAL *V/C*	LEVEL OF SERVICE (LOS)	PROJECT RELATED INCREASE IN *V/C*
0.71 - 0.80	C	equal to or greater than 0.040
0.81 - 0.90	D	equal to or greater than 0.020
>0.90	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection Volume-to-Capacity (*V/C*) ratio by an amount equal to or greater than the values shown above.

(3) Access Thresholds

The Project would have a significant Project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hour, under Future With Project Conditions (as defined under Methodology herein).

(4) Parking Thresholds

The Project would have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the Project.

(5) Transit System Thresholds

The determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed Project and available transit capacity.

c. Project Impacts

(1) Construction Activity[9]

(a) Construction Assumptions

Certain assumptions must be made about the demolition/construction process in order to determine the estimated traffic impacts caused by construction activities for the proposed Project. It is assumed that demolition and grading/excavation would occur on the Project Site during the first year of construction, in which it is estimated that approximately 78,100 cubic yards of dirt from the Project Site would be removed. It is also assumed that after completion of the demolition and grading phase of construction, the final grading and structure construction phase would begin and would extend over a two-year period. It is also assumed that the equipment staging area during the initial phases of grading, as well as after the start of construction, would occur on the Project Site or within the CSMC Campus. Construction worker parking would also occur within the CSMC Campus.

(b) Construction Traffic Generation

Demolition, Grading and Material Export

While heavy construction equipment would be located at the CSMC Campus during grading activities and would not travel to and from the Project Site on a daily basis, truck trips would be generated during the demolition, grading, and export period, so as to remove material (from demolition) from the Project Site. Trucks are expected to carry the export material to a receptor site located within 25 miles of the Project Site. CSMC anticipates that trucks with a capacity to carry at least 14 cubic yards of material per truck would be used during the export period. Assuming the export period will require approximately 22 workdays per month for five months, during the peak demolition, grading and export activities, up to 100 truck trips per day (i.e., 50 inbound trips and 50 outbound trips) are anticipated from the Project Site. Of the 100 daily truck trips, it is estimated that approximately ten trucks trips (five inbound trips and five outbound trips) would occur during the weekday A.M. peak hour and P.M. peak hour. Construction traffic impacts during the demolition, grading and material export period were not discussed in the Original EIR.

[9] All construction activity analysis and data was generated by Linscott Law & Greenspan Engineers, *Cedars-Sinai Medical Center West Tower Project – Construction Traffic Review* email to Planning Associates Inc., 16 April 2008.

Final Grading and Structure Construction

Activities related to the final grading and structure construction period would generate a higher number of vehicle trips as compared to the demolition, grading and material export period due to the larger amount of construction workers commuting daily to and from the Project Site. Thus, the greatest potential for impact on the adjacent street system would occur during the final grading and structure construction period.

During this period, a trip generation rate of 0.32 worker vehicle trips per 1,000 square feet of commercial development per day is used.[10] Construction workers are expected to typically arrive at the Project Site before 7:00 A.M. and most will depart before 3:00 P.M. Thus, these construction work trips would occur outside of the A.M. and P.M. peak hours of traffic on the local street system. Construction workers are also expected to remain on-site throughout the day. Taking into consideration these expectations, the construction workers are estimated to generate approximately 306 vehicle trips per day (i.e., 153 trips inbound and 153 trips outbound) during the peak construction phases at the Project Site. Of the peak construction daily trip generation of 306 daily trips, it is estimated that approximately 31 construction worker vehicle trips (ten percent of the daily construction worker inbound or outbound trips) would occur during each of the weekday A.M. peak hour and P.M. peak hour.

In addition to construction worker vehicles, additional vehicle trips may be generated by miscellaneous trucks traveling to and from the Project Site. These trucks may consist of larger vehicles delivering equipment and/or construction materials to the Project Site, or smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors. During peak construction phases, it is estimated that approximately 50 trips per day would be made by miscellaneous trucks. To conservatively estimate the equivalent number of vehicles associated with the truck trips, a Passenger Car Equivalency or PCE factor of 2.0 was utilized based on standard traffic engineering practice.[11] Therefore, conservatively assuming 50 daily truck trips, it is estimated that the trucks would generate approximately 100 PCE vehicles trips (i.e., 50 trips inbound and 50 trips outbound) on a daily basis. Assuming ten percent of the daily truck trips occur during the peak hours, it is estimated that approximately 10 PCE vehicle trips (five inbound trips and five outbound trips) would occur during the weekday A.M. peak hour and P.M. peak hour.

Summed together, the construction worker vehicles and miscellaneous trucks are forecast to generate 406 PCE vehicle trips per day (i.e., 203 inbound and 203 outbound) during peak final grading and structure construction phases at the Project Site. During the weekday A.M. peak hour and P.M. peak hour, it is estimated that approximately 41 PCE vehicle trips would be generated during each of these peak hours. The Original EIR did not discuss construction traffic impacts associated with final grading and structure construction.

[10] Linscott Law & Greenspan Engineers, *Cedars-Sinai Medical Center West Tower Project – Construction Traffic Review* email to Planning Associates Inc., 16 April 2008.
[11] *Ibid*.

(c) Project Construction Impact and Management

Based on the relatively low number of construction trips generated as compared to the proposed Project's daily operational trip generation (as analyzed below) and the temporary nature of the additional trips, the traffic impacts (LOS, etc.) due to construction activities are forecast to be less than significant at the 22 study intersections during the weekday A.M. and P.M. peak hours. Further, due to the existing excess in parking spaces on the CSMC Campus, discussed below, construction worker parking is not anticipated to result in a significant impact on parking availability at the CSMC Campus.

Temporary, partial lane closures are anticipated during Project construction only on the private internal streets located within the CSMC campus. It can be expected that temporary, partial lane closures may occur on George Burns Road and Gracie Allen Drive. Construction for this type of street work is normally limited from 9:00 A.M. to 3:00 P.M. The private internal streets are expected to remain open during construction and detours around the construction site as a result of lane closures would not be required. Flag-men, however, would be used to control traffic movement during the ingress and egress of trucks and heavy equipment at the Project Site. Thus, Campus access on the private internal streets will only be lost over short periods of time during construction. Due to the utilization of the CSMC Campus for construction activities, the on-street parking outside of the Campus will not be affected. The Project construction is also not expected to affect existing transit bus stops or lines that traverse the CSMC Campus, as most of these are located on the east side of the Campus. Therefore, the proposed Project construction will not result in a significant impact to access and public transit on the Campus.

Although construction-related traffic impacts were not discussed in the Original EIR, the originally anticipated Approved Building and Approved Parking Structure under the Master Plan, which is of similar massing and size as the Project, would likely result in very similar construction activities, equipment and impacts as the proposed Project. Therefore, the proposed Project does not represent a substantial incremental impact beyond those anticipated for the Master Plan.

(d) Haul Route Approval

Approvals required by the City of Los Angeles for implementation of the proposed Project must include a haul route program approved by LADOT. According to Section 91.7006.7.4 of the Los Angeles Building Code, truck haul routes would only require a public hearing before the Board of Building and Safety Commissioners for any import or export of more than 1,000 cubic yards of earth material in a grading hillside area. Although import and export for the proposed Project would exceed the 1,000 cubic yards of earth material, the location of the Project Site is not within a grading hillside area; therefore, the proposed Project would not require a public hearing. With regard to other construction traffic-related issues, construction equipment would be stored within the perimeter fence of the construction site. With the required haul route approval and other construction management practices described above, construction activities are anticipated to result in a less than significant impact. Haul route impacts would be further reduced with the implementation of the following design features when the haul route is approved:

- Maintain existing access for the CSMC campus buildings and parking facilities;
- Limit any potential on-campus roadway lane closures to off-peak travel periods;
- Schedule receipt of construction materials to non-peak travel periods, to the extent possible;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times; and
- Prohibit parking by construction workers on adjacent streets and direct the construction workers to available parking within the CSMC campus.

A proposed haul route was not discussed in the Original EIR for the Project Site; however, a haul route will be determined before the beginning of the demolition, grading and export period and will be approved by the City of Los Angeles with potential input from the community.

(2) Long-Term Operation

(a) Roadways and Intersections

Project Traffic Generation

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed Project (which includes the addition of 100 inpatient beds equivalent to 200,000 square feet of floor area on the CSMC Campus) are presented in *Table 28: Project Traffic Generation*. The Project trip generation forecast was submitted for review and approval by LADOT staff.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Seventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2003]. Traffic volumes expected to be generated by the Project were based upon rates per number of hospital beds. ITE Land Use Code 610 (Hospital) trip generation average rates were used to forecast the traffic volumes expected to be generated by the 100 new inpatient hospital beds planned for the Project.

TABLE 28
PROJECT TRAFFIC GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Hospital [3]	100 Beds	1,181	79	34	113	47	83	130
Total		**1,181**	**79**	**34**	**113**	**47**	**83**	**130**

[1] Source: Institute of Transportation Engineers ("ITE"), *Trip Generation, 7th Edition*, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 610 (Hospital) trip generation average rates. The number of impatient hospital beds is based on a total of 200,000 square feet of development with an estimate of 2,000 square feet for each hospital bed (i.e., 200,000 SF /2,000 SF = 100 beds).
- Daily Trip Rate: 11.81 trips/Bed; 50% inbound; 50% outbound
- A.M. Peak Hour Trip Rate: 1.13 trips/Bed; 70% inbound; 30% outbound
- P.M. Peak Hour Trip Rate: 1.30 trips/Bed; 36% inbound; 64% outbound

As presented in *Table 28: Project Traffic Generation*, the Project is expected to generate 113 net new vehicle trips (79 inbound trips and 34 outbound trips) during the A.M. peak hour. During the P.M. peak hour, the Project is expected to generate 130 net new vehicle trips (47 inbound trips and 83 outbound trips). Over a 24-hour period, the Project is forecast to generate 1,181 net new daily trip ends during a typical weekday (approximately 592 inbound trips and 592 outbound trips). In the Original EIR, build-out of the Master Plan was estimated to generate 594 new vehicle trips during the A.M. peak hour and 1,794 new vehicle trips during the P.M. peak hour, resulting in approximately 23,920 additional daily vehicle trips during a typical weekday. [Original EIR Findings, Section III.B.11]

Project Traffic Distribution and Assignment Analysis

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Robertson Boulevard, San Vicente Boulevard, Beverly Boulevard, Third Street, Burton Way, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the CSMC Campus;
- The location of existing and proposed parking areas; and
- Input from LADOT staff.

The general, directional traffic distribution pattern for the proposed Project is presented in *Figure 37: Project Trip Distribution*. The forecast A.M. and P.M. peak hour traffic volumes associated with the Project are presented in *Figure 38: A.M. Peak Hour Project Traffic Volumes* and *Figure 39: P.M. Peak Hour Project Traffic Volumes*, respectively. The traffic volume assignments presented in *Figure 40: A.M. Peak Hour Project Traffic Volumes* and *Figure 41: P.M. Peak Hour Project Traffic Volumes* reflect the traffic distribution characteristics shown in *Figure 37: Project Trip Distribution* and the Project traffic generation forecast presented in *Table 28: Project Traffic Generation*.

Existing Conditions

As indicated in column [1] of *Table 26: Summary of Volume To Capacity Ratios and Levels of Service*, 18 of the 22 study intersections are currently operating at LOS D or better during the A.M. and P.M. peak hours under existing conditions. The following four study intersections are currently operating at LOS E or F during the peak hours shown below (see *Figure 32: Existing Traffic Volumes - A.M. Peak Hour* and *Figure 33: Existing Traffic Volumes - P.M. Peak Hour*).

Int. No. 1: Robertson Blvd./Beverly Blvd.	A.M. Peak Hour: *V/C* =0.914, LOS E
Int. No. 5: Robertson Blvd./Wilshire Blvd.	A.M. Peak Hour: *V/C* =0.957, LOS E P.M. Peak Hour: *V/C* =0.990, LOS E

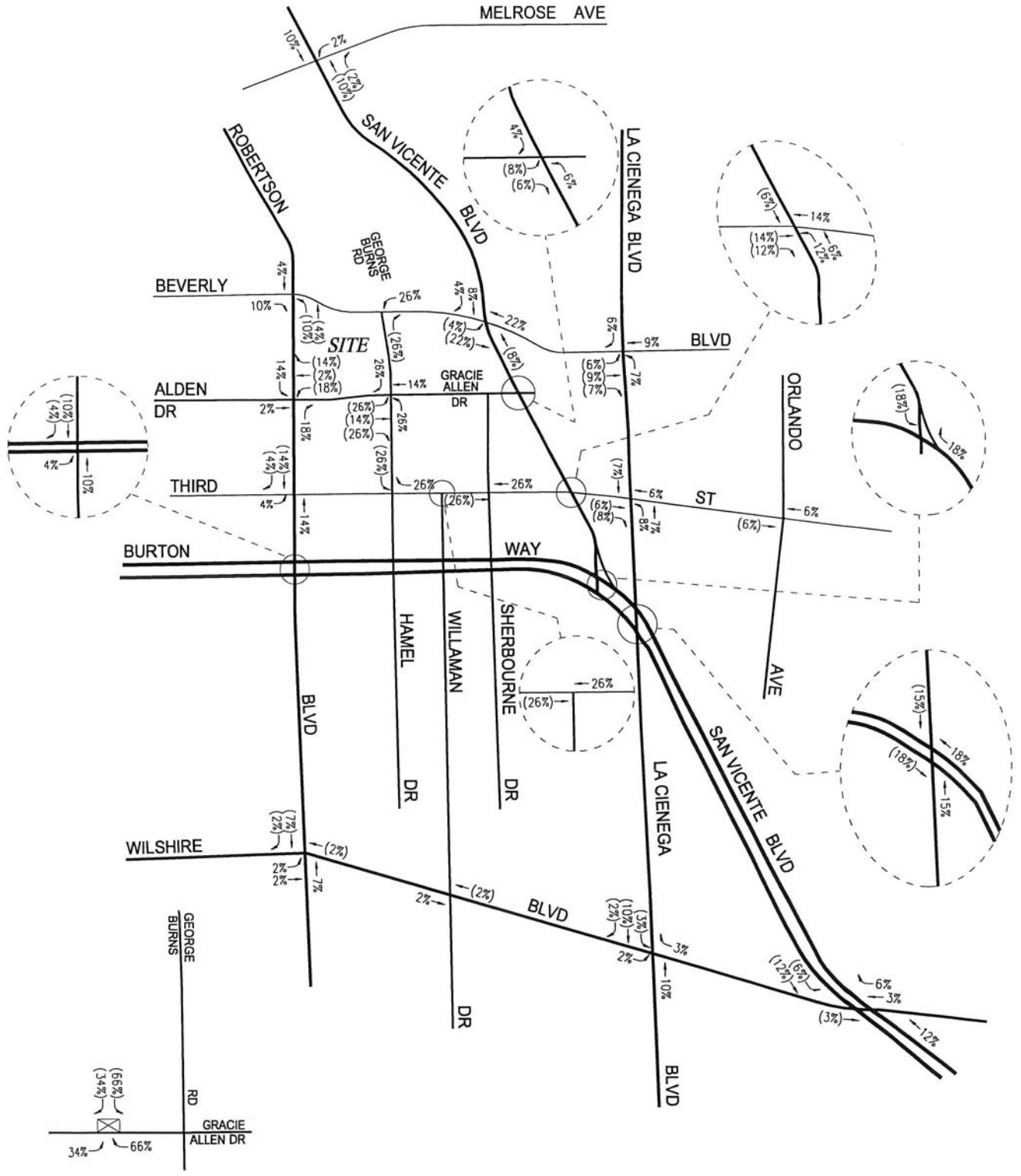

FIGURE 37
PROJECT TRIP DISTRIBUTION

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

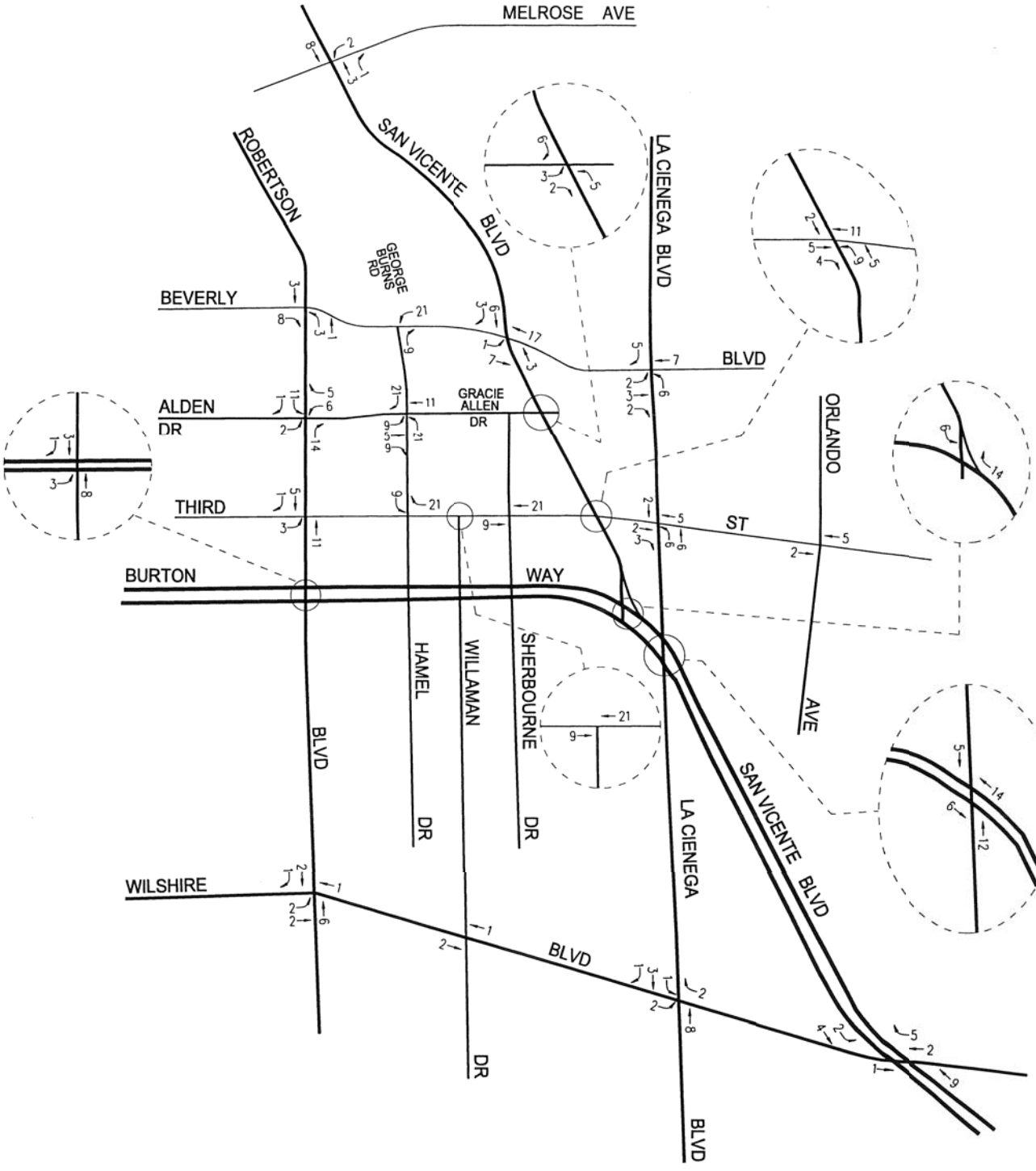

FIGURE 38
A.M. PEAK HOUR PROJECT TRAFFIC VOLUMES
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

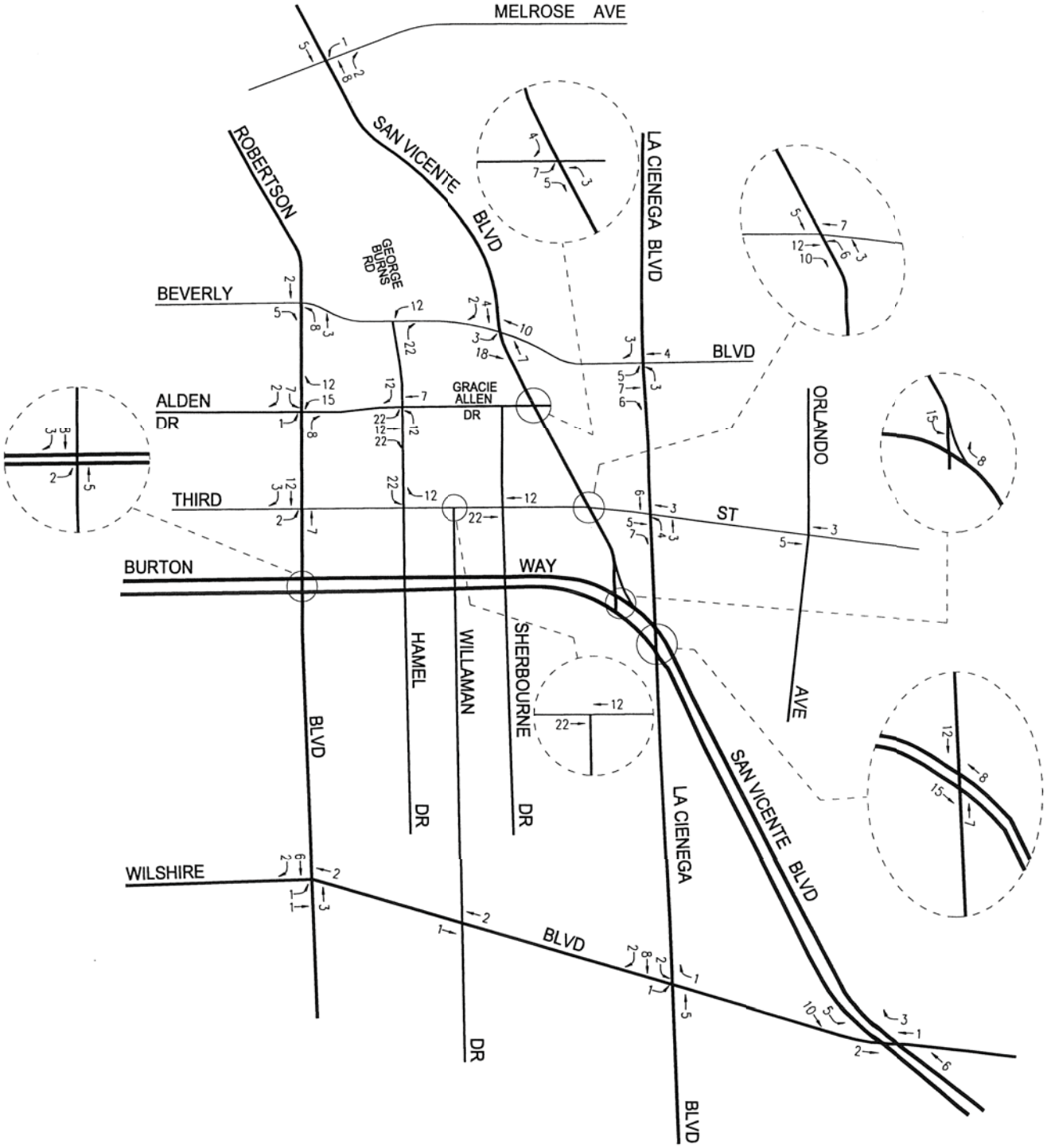

FIGURE 39
P.M. PEAK HOUR PROJECT TRAFFIC VOLUMES
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

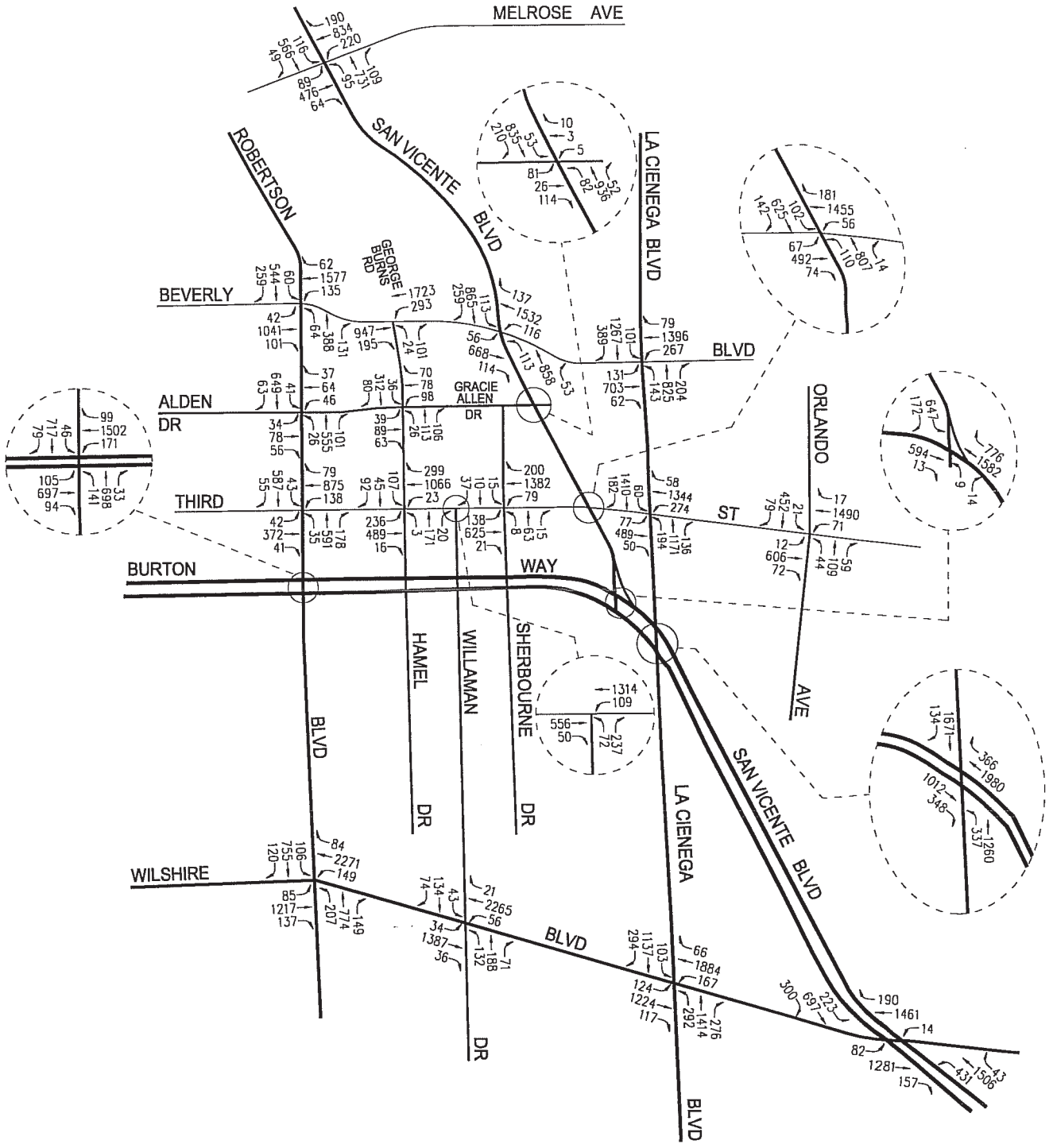

FIGURE 40
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

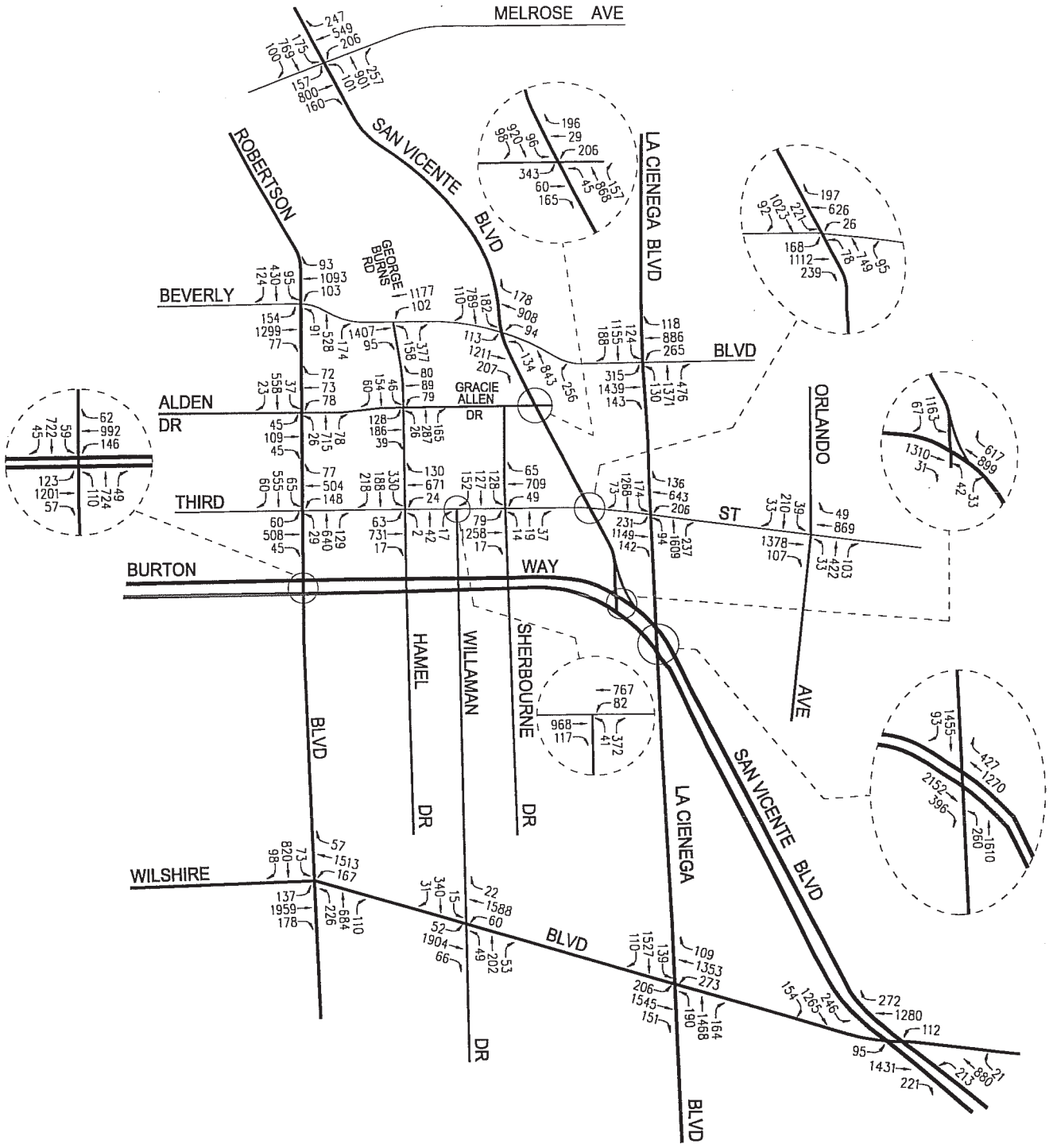

FIGURE 41
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES FOR P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

Int. No. 18: La Cienega Blvd./Beverly Blvd.	P.M. Peak Hour: *V/C* =0.989, LOS E
Int. No. 21: La Cienega Blvd./Wilshire Blvd.	A.M. Peak Hour: *V/C* =0.976, LOS E P.M. Peak Hour: *V/C* =0.996, LOS E

Existing With Ambient Growth Conditions

In order to account for unknown Related Projects not included in this analysis, the existing traffic volumes were increased at an annual rate of one percent (1.0%) per year to the year 2023 (i.e., the anticipated year of Project build-out). This "ambient growth factor" was based on general traffic growth factors provided in the *2004 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the West Los Angeles area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2005 and 2025. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the Project area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Therefore, the inclusion in this traffic analysis of both a forecast of traffic generated by known Related Projects plus the use of an ambient growth factor based on CMP traffic model data will result in a conservative estimate of future traffic volumes at the Project study intersections.

The 1.0% ambient growth would incrementally increase the *V/C* ratios at all of the study intersections. As shown in column [2] of *Table 26: Summary of Volume To Capacity Ratios and Levels of Service*, 14 of the 22 study intersections are expected to continue to operate at LOS D or better during the A.M. and P.M. peak hours with the addition of ambient growth traffic through the year 2023. The following eight study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of ambient growth traffic:

Int. No. 1: Robertson Blvd./Beverly Blvd.	A.M. Peak Hour: *V/C* =1.031, LOS F
Int. No. 4: Robertson Blvd./Burton Way	A.M. Peak Hour: *V/C* =0.928, LOS E P.M. Peak Hour: *V/C* =0.983, LOS E
Int. No. 5: Robertson Blvd./Wilshire Blvd.	A.M. Peak Hour: *V/C* =1.101, LOS F P.M. Peak Hour: *V/C* =1.138, LOS F
Int. No. 12: San Vicente Blvd./Melrose Ave.	A.M. Peak Hour: *V/C* =0.937, LOS E
Int. No. 18: La Cienega Blvd./Beverly Blvd.	A.M. Peak Hour: *V/C* =0.994, LOS E P.M. Peak Hour: *V/C* =1.118, LOS F
Int. No. 19: La Cienega Blvd./Third St.	A.M. Peak Hour: *V/C* =0.929, LOS E P.M. Peak Hour: *V/C* =0.984, LOS E

Int. No. 20: La Cienega Blvd./San Vicente Blvd. A.M. Peak Hour: *V/C* =0.925, LOS E

Int. No. 21: La Cienega Blvd./Wilshire Blvd. A.M. Peak Hour: *V/C* =1.122, LOS F
P.M. Peak Hour: *V/C* =1.145, LOS F

The existing with ambient growth traffic volumes at the study intersections during the A.M. and P.M. peak hours are shown in *Figure 40: Existing with Ambient Growth Traffic Volumes for A.M. Peak Hour* and *Figure 41: Existing with Ambient Growth Traffic Volumes for P.M. Peak Hour*, respectively.

Future Pre-Project Conditions

A forecast of on-street traffic conditions prior to occupancy of the proposed Project was prepared by incorporating the potential trips associated with other known development projects ("Related Projects") within the Project area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The list of Related Projects was based on information on file at LADOT, the City of West Hollywood and the City of Beverly Hills, as well as recently accepted traffic impact analysis reports prepared for

Related Projects in the vicinity of the CSMC Campus. The list of Related Projects in the Project area is presented in *Table 29: List of Related Projects*. The location of the Related Projects is shown in *Figure 42: Location of Related Projects*. The list of Related Projects was submitted to LADOT staff for review and approval.

It is important to note that the proposed Project is the addition of 100 inpatient beds (200,000 square feet) to the CSMC Campus to be contained within the West Tower. The West Tower will contain 170,650 square feet of residual entitlement already approved under the Master Plan and covered under the Original EIR, as well as an approved 90,000 square-foot Existing Building that will be demolished and incorporated into the new facility. The 170,650 square feet of remaining entitlement under the Master Plan, as well as the approximately 396,000 square foot Advanced Health Sciences Pavilion (beginning construction on the CSMC Campus in first quarter of 2009), which also utilizes entitlements under the Master Plan, are considered as Related Projects for the purposes of this traffic analysis and for the reasons described in the Methodology above. Further, since the remaining entitlement of the Master Plan is considered as a Related Project in the traffic impact study, the Future Pre-Project Conditions represent the full build-out of the Master Plan on the CSMC Campus without the proposed Project.

Expected traffic volumes from the Related Projects were calculated using rates provided in the ITE *Trip Generation* manual. The Related Projects respective traffic generation for the A.M. and P.M. peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 30: Related Project Traffic Generation*. The anticipated distribution of the Related Projects traffic volumes to the study intersections during the A.M. and P.M. peak hours is displayed in *Figure 43: Related Projects Traffic Volumes for A.M. Peak Hour and Figure 44: Related Projects Traffic Volumes for P.M. Peak Hour*, respectively. The *V/C* ratios at all of the study intersections are incrementally increased with the addition of traffic generated by the Related Projects listed in

TABLE 29
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
CITY OF LOS ANGELES					
LA1	EAF 2000-3349	9051 W Pico Bl	Private School (Pre- K to 5th grade)	42,000 SF	Proposed
LA2	EAF 2001-4993	1016 S La Cienega Bl	Auto Body Shop	17,036 SF	Proposed
LA3	EAF 2004-1143	801 N Fairfax Av	Apartments Retail	93 DU 15,826 SF	Proposed
LA4	EAF 2004-1804	329 S La Cienega Bl	Private School	140 Students	Proposed
LA5	EAF 2004-5880	100 N La Cienega Bl	Condominiums Apartments High Turnover Restaurant Retail	62 DU 177 DU 38,739 SF 316,279 SF	Proposed
LA6	Park La Brea Apartment Addition EAF 2004-7359	6298 W 3rd St	Apartments	300 DU	Proposed
LA7	Wilshire Skyline 2003-CEN-463	6411 W Wilshire Bl	Retail Fast-Food Restaurant Apartments	29,060 SF 2,500 SF 130 DU	Proposed
LA8	Sunset Legacy Lofts	7950 W Sunset Bl	Condominiums Retail	183 DU 12,891 SF	Proposed
LA9	ENV2005-6605MN	8525 W Pico Bl	Apartments Retail	39 DU 11,327 SF	Proposed
LA10	TT-61512	1518 S Shenandoah St	Condominiums	16 DU	Proposed
LA11	ENV 2004-6237-MND	357 N Hayworth Ave	Condominiums	16 DU	Proposed
LA12	ZA-2005-749-ZAA	820 S Bedford St	Condominiums	12 DU	Proposed
LA13	ZA-2005-922-CU	603 N Fairfax Av	Hotel	17 Rooms	Proposed
LA14	ENV 2005-6481-EAF	428 S Willaman Dr	Condominiums	14 DU	Proposed
LA15	ENV 2005-4869-MND	600 S Ridgeley Dr	Condominiums	22 DU	Proposed
LA16	ZA 2005-6576-CUB	8108 W 3rd St	Restaurant	42 Seats	Proposed
LA17	VTT 64813	746 S Masselin Ave	Condominiums	60 DU	Proposed
LA18	VTT 63482	842 N Hayworth Ave	Condominiums	28 DU	Proposed
LA19	TT 64919	418 S Hamel Rd	Condominiums	8 DU	Proposed
LA20	TT 63481	111 S Croft Ave	Condominiums	10 DU	Proposed
LA21	TT 66142	751 S Curson Ave	Condominiums	10 DU	Proposed
LA22	EAF 1998-0305	6120 W Pico Bl	Retail	7,929 SF	Proposed
LA23	EAF 1995-0059	1461 S La Cienega Bl	Fast Food Restaurant w/ Drive-Thru	1,600 SF	Proposed
LA24	EAF 1995-0063	1742 S La Cienega Bl	Fast Food Restaurant w/ Drive-Thru	3,160 SF	Proposed
LA25	EAF 1995-0123	431 S Fairfax Av	Food Court	11,023 SF	Proposed
LA26		8305 W Sunset Bl	Retail Restaurant	2,972 SF 10,300 SF	Proposed
LA27	CPC 2004-1906-ZC-GPA-CU	111 S The Grove Dr	Self-storage facility	139,200 SF	Proposed
LA28	ZA 2005-9141-CUB	189 S The Grove Dr	Restaurant	150 Seats	Proposed

TABLE 29 (CONTINUED)
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
CITY OF LOS ANGELES					
LA29	EAF 2003-1206	145 N La Brea Avenue	Shopping Center	18, 610 SF	Proposed
LA30		9760 W Pico Boulevard	Private School Addition	22,000 SF	Proposed
LA31		5500 W Wilshire Boulevard	Apartments	175 DU	Proposed
LA32		7600 W Beverly Boulevard	Museum	8,400 SF	Proposed
LA33		101 S La Brea Avenue	Condominiums Retail Restaurant	118 DU 26,400 SF 3,000 SF	Proposed
LA34	ENV2006-6209EA	725 S Curson Avenue	Office Restaurant	28,800 SF 800 SF	Proposed
LA35		5863 W 3rd Street	Apartments	60 DU	Proposed
LA36		5900 W Wilshire Boulevard	Office High Turnover Restaurant Restaurant	7,000 SF 3,500 SF 15,613 SF	Proposed
LA37		300 S Wetherly Drive	Condominiums	140 DU	Proposed
LA38		1042-1062 S Robertson Boulevard	School Expansion	38,240 SF	Proposed
LA39A		Cedars-Sinai Medical Center Advanced Health Sciences Pavilion	Medical Suites Hospital	121,100 SF 274,900 SF	Proposed
LA39B		Cedars-Sinai Medical Center (Remaining Entitled Development under Ordinance No. 168,847)	Medical Suites Hospital	87,900 SF 82,750 SF	Proposed
LA40	2004-CEN-1000	5600 W Wilshire Boulevard	Apartments Restaurant Retail	288 DU 4,000 GSF 8,500 GLSF	Proposed
LA41	2007-CEN-4579	375 N La Cienega Boulevard	Apartments Retail Retail	125 DU 22,300 GLSF (19,200 GLSF)	Proposed
CITY OF BEVERLY HILLS					
BH1		8800 Burton Way	Office Retail Existing Office	11,700 SF 2,870 SF (1,260 SF)	Proposed
BH2		8800 W Wilshire Bl	Retail Office Existing Office	2,870 SF 11,700 SF (1,260 SF)	Proposed
BH3		9590 W Wilshire Bl	Condominiums Retail	60 DU 12,000 SF	Proposed
BH4		9200 W Wilshire Bl	Condominiums Retail/Restaurant	53 DU 14,000 SF	Proposed
BH5		8600 W Wilshire Bl	Condominiums Medical Office	21 DU 4,800 SF	Proposed
BH6		231 N Beverly Dr	Office/Entertainment	201,000 SF	Proposed
BH7		317-325 S Elm Dr	Condominiums Existing Condominiums	25 DU (8 DU)	Proposed
BH8		447 N Doheny Dr	Condominiums Existing Apartments	23 DU (16 DU)	Proposed
BH9		313-317 S Reeves Dr	Condominiums Existing Apartments	10 DU (4 DU)	Proposed

TABLE 29 (CONTINUED)
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
CITY OF BEVERLY HILLS					
BH10		154-168 N La Peer Dr	Condominiums Existing Condominiums	16 DU (6 DU)	Proposed
BH11	Young Israel Synagogue	9261 Alden Dr	Sanctuary Multi-Purpose Room	14,811 SF 1,254 SF	Proposed
BH12	Beverly Hills Public Gardens/ Montage Hotel	202-240 N Beverly Dr	Hotel Condominiums Retail/Restaurants Public Garden	214 Rooms 25 DU 27,000 SF 33,279 SF	Proposed
BH13		265 N Beverly Dr	Office	41,500 SF	Proposed
BH14	Gagossian Gallery	456 N Camden Dr	Retail Expansion	1,750 SF	Proposed
BH15		257 N Canon Dr	Medical Office Surgery Center Retail	23,139 SF 13,609 SF 8,148 SF	Proposed
BH16		338 N Canon Dr	Retail	11,900 SF	Proposed
BH17		131-191 N Crescent Dr	Apartments Retail/Office	88 DU 40,000 SF	Proposed
BH18	Beverly Hills Cultural Center	469 N Crescent Dr	Cultural Center	34,000 SF	Proposed
BH19	Mercedes-Benz Service facility	400 Foothill Rd	Service Facility	53,000 SF	Proposed
BH20		50 N La Cienega Bl	Medical Office Existing Office	14,000 SF (14,000 SF)	Proposed
BH21	BMW	9001 Olympic Bl	New Car Dealer	39,700 SF	Proposed
BH22		326 N Rodeo Dr	Retail	4,550 SF	Proposed
BH23		8536 Wilshire Bl	Medical Office Retail	12,445 SF 12,445 SF	Proposed
BH24		8601 Wilshire Bl	Condominiums	37 DU	Proposed
BH25		8767 Wilshire Bl	Retail/Office	75,000 SF	Proposed
BH26		143-149 N Arnaz Dr	Condominiums	23 DU	Proposed
BH27		216-220 S Arnaz Dr	Condominiums	16 DU	Proposed
BH28		201 N Crescent Dr	Assisted Care Facility	80 DU	Proposed
BH29		155-157 N Hamilton Dr	Condominiums	11 DU	Proposed
BH30		225 S Hamilton Dr	Condominiums Existing Condominiums	27 DU (14 DU)	Proposed
BH31		140-144 S Oakhurst Dr	Condominiums	11 DU	Proposed
BH32		432 N Oakhurst Dr	Condominiums	34 DU	Proposed
BH33		450-460 N Palm Dr	Condominiums	38 DU	Proposed
BH34		437-443 N Palm Dr	Condominiums	13 DU	Proposed
BH35		146 Clark Dr	Retail Condominiums Existing Single-Family Home	500 SF 6 DU (1 DU)	Proposed
HB36		9844 Wilshire Boulevard	Commercial Existing Retail	95,000 SF (9,633 SF)	Proposed
BH37		9754 Wilshire Boulevard	Office Medical Office	24,566 SF 7,977 SF	Proposed

TABLE 29 (CONTINUED)
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
CITY OF BEVERLY HILLS					
BH38		9876 Wilshire Boulevard	Residential Existing Non-Hotel Office Existing Hotel Support Existing Hotel	120 DU (13,030 SF) (1,804 SF) (47 Rooms)	Proposed
BH39		129 S. Linden Drive	Senior Congregation	76 DU	Proposed
BH40		9900 Wilshire Boulevard	Condominiums Retail Restaurant	252 DU 15,600 SF 4,800 SF	Proposed
CITY OF WEST HOLLYWOOD					
WH1	TT-62042	928 N Croft Ave	Condominiums	12 DU	Proposed
WH2	ENV 2005-2427-CE	141 S Clark Dr	Condominiums	105 DU	Proposed
WH3	Beverly West Square Commercial Center TIS 1996-0923	Beverly Bl & Doheny Bl	Retail Center	94,000 SF	Proposed
WH4	Sunset Millennium Project TIS 1999-0722	La Cienega Bl & Sunset Bl	Hotel Retail/Restaurant Condominiums	296 Rooms 39,440 SF 189 DU	Proposed
WH5	DMP-004-026	8900 Beverly Bl	Retail Existing Condominiums	39,178 SF (8 DU)	Proposed
WH6	DVP-03-10	901 Hancock Ave	Retail Condominiums Restaurant	12,500 SF 40 DU 3,200 SF	Proposed
WH7	DVP-04-21	1351 Havenhurst Dr	Condominiums	12 DU	Proposed
WH8	DMP 004-013	1342 Hayworth Ave	Apartments Existing Apartments	16 DU (10 DU)	Proposed
WH9	CUP-005-012	723 Huntley Dr	Day Care Center	28 Children	Proposed
WH10	TTM-005-014	1248 Laurel Ave	Condominiums Existing Condominiums	16 DU (6 DU)	Proposed
WH11	TTM-005-024	1238 Larrabee St	Apartments Existing Apartments	15 DU (13 DU)	Proposed
WH12	DVP 04-26	1343 Laurel Ave	Senior Housing	35 DU	Proposed
WH13	TTM 006-001	1350 Hayworth Ave	Condominiums Existing Apartments	17 DU (16 DU)	Proposed
WH14	DMP 005-036	8580 Melrose Ave	Retail Existing Retail	9,995 SF (6,475 SF)	Proposed
WH15	DMP 005-035	8590 Melrose Ave	Retail Existing Retail	6,905 SF (3,523 SF)	Proposed
WH16	DMP-005-014	9061 Nemo St	Mixed-Use (Retail, Office, Condominiums)	9,990 SF	Proposed
WH17	DMP-005-004	923 Palm Ave	Condominiums Existing Condominiums	20 DU (8 DU)	Proposed
WH18	DMP-005-040	8120 Santa Monica Bl	Retail Condominiums	13,830 SF 28 DU	Proposed
WH19	DVP-004-002	8631 Santa Monica Bl	Retail	4,200 SF	Proposed
WH20	DVP-00-56	8788 Shoreham Dr	Condominiums	15 DU	Proposed
WH21	DMP-005-033	8760 Shoreham Dr	Condominiums Existing Single-Family Home	12 DU (1 DU)	Proposed

TABLE 29 (CONTINUED)
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
CITY OF WEST HOLLYWOOD					
WH22	Mixed-Use Project DMP-006-008	9040 Sunset Bl	Retail/Restaurant/Office Condominiums Apartments	190,350 SF 61 DU 15 DU	Proposed
WH23	DMP-006-014	612 Westmont Dr	Retail Townhomes	2,900 SF 6DU	Proposed
WH24	DVP-004-018	612-616 Croft Avenue	Condominiums Existing Single-Family Home	11 DU (2 SF)	Proposed
WH25		1200 Alta loma Rd	Hotel Addition	40 Rooms	Proposed
WH26		8783 Bonner Dr	Retail	1,000 SF	Proposed
WH27		1042-1050 N Edinburgh Ave	Condominiums Existing Condominiums	18 DU (8 DU)	Proposed
WH28		1433 Havenhurst Dr	Apartments Existing Apartments	24 DU (3 DU)	Proposed
WH29		8465 Holloway Dr	Condominiums Hotel Restaurant	16 DU 20 Rooms 4,619 SF	Proposed
WH30		825 N Kings Rd	Condominiums Existing Single-Family Home	18 DU (1 DU)	Proposed
WH31		1136-1142 N La Cienega Bl	Condominiums Existing Condominiums	16 DU (2 DU)	Proposed
WH32		1037-1051 N Laurel Ave	Condominiums Existing Condominiums	16 DU (10 DU)	Proposed
WH33		8448 Melrose Ave	Retail	4,000 SF	Proposed
WH34		8525 Melrose Ave	Retail Existing Single-Family Home	9,206 SF (2 DU)	Proposed
WH35		8687 Melrose Ave	Office	400,000 SF	Proposed
WH36		8750 Melrose Ave	Medical Office	120,000 SF	Proposed
WH37	Melrose Triangle	9040-9098 Santa Monica Bl	Condominiums Retail Self-storage Facility Existing Retail	191 DU 71,000 SF 327,000 SF (90,000 SF)	Proposed
WH38		8121 Norton Ave	Condominiums Existing Single-Family Home	16 DU (3 DU)	Proposed
WH39		1220 N Orange Grove Ave	Condominiums Existing Single-Family Home	12 DU (1 DU)	Proposed
WH40		8474-8544 W. Sunset Boulevard	Retail/Restaurant Hotel Residential	39,440 SF 296 Rooms 189 DU	Proposed
WH41	Sunset Olive	8430 W Sunset Bl	Retail Condominiums	35,000 SF 138 DU	Proposed
WH42		8746 W Sunset Bl	Retail	2,323 SF	Proposed
WH43		8873 W Sunset Bl	Retail	9,995 SF	Proposed
WH44		8950-8970 W Sunset Bl	Hotel Condominiums	196 Rooms 4 DU	Proposed
WH45		9016 W Sunset Bl	Medical Office Existing Retail	107,900 SF (11,400 SF)	Proposed
WH46		841-851 Westmount Dr	Condominiums	16 DU	Proposed
WH47		310 N Huntley Dr	Private School	170 Student	Proposed
WH48	TTM 03-01	1146 Hacienda Place	Condominiums Existing Single-Family Home	10 DU (1 SF)	Proposed

TABLE 29 (CONTINUED)
LIST OF RELATED PROJECTS [1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME LOCATION	LAND USE	SIZE	STATUS
CITY OF WEST HOLLYWOOD					
WH49	TTM-006-003	1236 Harper Avenue	Condominiums	40 DU	Proposed
WH50	DMP-006-011	9001 Santa Monica Boulevard	Condominiums Retail Restaurant Five Existing Lots	42 DU	Proposed
WH51	DVP-005-059	914 Wetherly Drive	Apartments Condominiums Senior Housing Existing Single-Family Home	28 DU 2 DU 26 DU (2 SF)	Proposed
WH52	DVP-006-006	8969 Santa Monica Boulevard	Supermarket	65,325 SF	Proposed
WH53		8849 W. Sunset Boulevard	Retail	7,726 SF	Proposed
WH54		1140 N. Formosa Avenue	Condominiums	11 DU	Proposed
WH55		329 N. La Cienega Boulevard	Private School	140 Stds.	Proposed
WH56		9062 Nemo Street	Retail Condominiums	20,105 SF 4 DU	Proposed
WH57		365 N. San Vicente Boulevard	Condominiums Senior Housing	135 DU 42 DU	Proposed
WH58		8989 Santa Monica Boulevard	Commercial	70,000 SF	Proposed
WH59		8305 W. Sunset Boulevard	Retail Restaurant	2,972 SF 10,300 SF	Proposed

[1] Sources:
- City of Los Angeles, Departments of Planning and Transportation
- City of Beverly Hills , Planning and Community Development Department
- City of West Hollywood, Planning and Community Development Department
- Impact Sciences, Inc., *Draft Environmental Report, Volume 1, for 9900 Wilshire Project*, August 2007
- Linscott, Law & Greenspan Engineers, *Traffic Impact Study, Westfield Century City for New Century Plan*, September 2007

FIGURE 42
LOCATION OF RELATED PROJECTS

SOURCE: THOMAS BROS. GUIDE/
LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE 30
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF LOS ANGELES									
LA1	Private School [3]	42,000 GSF	1,570	275	225	500	140	146	286
LA2	Auto Body Shop [4]	17,036 GLSF	637	33	17	50	29	29	58
LA3	Apartments [5] Retail [6]	93 DU 15,826 GLSF	625 680	9 10	38 6	47 16	38 28	20 31	58 59
LA4	Private School [3]	140 Students	314	69	57	126	40	45	85
LA5	Condominiums [7] Apartments [5] Restaurant [8] Retail [9]	62 DU 177 DU 38,739 GSF 316,279 GLSF	363 1,189 4,926 14,354	5 18 232 190	22 72 214 122	27 90 446 312	21 72 258 643	11 38 165 696	32 110 423 1,339
LA6	Apartments [5]	300 DU	2,016	31	122	153	121	65	186
LA7	Retail [6] Fast-Food Restaurant [10] Apartments [5]	29,060 GLSF 2,500 GSF 130 DU	1,248 1,790 874	18 66 13	12 44 53	30 110 66	52 33 53	57 32 28	109 65 81
LA8	Condominiums [7] Retail [6]	183 DU 12,891 GLSF	1,072 554	14 8	67 5	81 13	64 23	31 25	95 48
LA9	Apartments [5] Retail [6]	39 DU 11,327 GLSF	262 486	4 7	16 5	20 12	16 20	8 22	24 42
LA10	Condominiums [7]	16 DU	94	1	6	7	5	3	8
LA11	Condominiums [7]	16 DU	94	1	6	7	5	3	8
LA12	Condominiums [7]	12 DU	70	1	4	5	4	2	6
LA13	Hotel [11]	17 Rooms	152	6	5	11	6	6	12
LA14	Condominiums [7]	14 DU	82	1	5	6	5	2	7
LA15	Condominiums [7]	22 DU	129	2	8	10	7	4	11
LA16	Restaurant [8]	42 Seats	203	10	10	20	10	8	18
LA17	Condominiums [7]	60 DU	352	4	22	26	21	10	31
LA18	Condominiums [7]	28 DU	164	2	10	12	10	5	15
LA19	Condominiums [7]	8 DU	47	1	3	4	3	1	4
LA20	Condominiums [7]	10 DU	59	1	3	4	3	2	5
LA21	Condominiums [7]	10 DU	59	1	3	4	3	2	5
LA22	Retail [6]	7,929 GLSF	340	5	3	8	14	16	30
LA23	Fast-Food Restaurant [10]	1,600 GSF	794	43	42	85	29	26	55

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF LOS ANGELES									
LA24	Fast-Food Restaurant [10]	3,160 GSF	1,568	86	82	168	57	52	109
LA25	Food Court [8]	11,023 GSF	1,402	66	61	127	73	47	120
LA26	Retail [6] Restaurant [8]	2,972 GLSF 10,300 GSF	128 1,310	2 62	1 57	3 119	5 68	6 44	11 112
LA27	Self Storage [12]	139,200 GSF	348	12	9	21	18	18	36
LA28	Restaurant [8]	150 Seats	725	37	34	71	37	26	63
LA29	Retail [6]	18,610 SF	799	12	7	19	34	36	70
LA30	Private School (addition) [24]	14,800 Students	660	92	40	132	37	55	92
LA31	Apartment [5]	175 DU	1,176	18	71	89	71	38	109
LA32	Museum [33]	8,400 SF	30	Nom.	Nom.	Nom.	2	3	5
LA33	Condominiums [7] Retail [6] Restaurant [26]	118 DU 26,400 GLSF 3,000 GSF	691 1,134 270	9 16 1	43 11 1	52 27 2	41 48 15	20 51 7	61 99 22
LA34	Office [14] Retail [6]	28,800 GSF 800 GLSF	317 34	40 1	5 0	45 1	7 1	36 2	43 3
LA35	Apartments [5]	60 DU	403	6	25	31	24	13	37
LA36	Office [14] High Turnover Restaurant [8] Restaurant [26]	7,000 SF 3,500 SF 15,613 SF	77 445 1,404	10 21 7	1 19 6	11 40 13	2 23 78	8 15 39	10 38 117
LA37	Condominiums [7]	140 DU	820	11	51	62	49	24	73
LA38	School Expansion [29]	38,240 SF	554	97	82	179	Nom.	Nom.	Nom.
LA39A	CSMC AHSP [30]	396,000 SF	10,586	527	197	724	263	628	891
LA39B	CSMC Remaining Entitled [30]	170,650 SF	5,324	274	91	365	139	349	488
LA40	Apartment [5] Restaurant [26] Retail [6]	288 DU 4,000 GSF 8,500 GLSF	1,935 360 365	29 2 5	118 1 4	147 3 9	116 20 15	63 10 17	179 30 32
LA41	Apartment [5] Retail [6] Retail [6]	125 DU 22,300 GLSF (19,200) GLSF	840 958 (824)	13 14 (12)	51 9 (8)	64 23 (20)	51 40 (35)	27 44 (37)	78 84 (72)

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF BEVERLY HILLS									
BH1	Mixed-Use [13]	14,570 GSF	381	25	3	28	28	85	113
BH2	Retail [6] Office [14] Office (Less Existing) [14]	2,870 GLSF 11,700 GSF (1,260) GSF	123 129 (14)	2 16 (2)	1 2 0	3 18 (2)	5 3 0	6 14 (2)	11 17 (2)
BH3	Condominiums [7] Retail [6]	60 DU 12,000 GLSF	352 515	4 7	22 5	26 12	21 22	10 23	31 45
BH4	Condominiums [7] Retail [6]	53 DU 14,000 GLSF	311 601	4 9	19 5	23 14	19 25	9 28	28 53
BH5	Condominiums [7] Medical Office [15]	25 DU 4,800 GSF	147 173	2 9	9 3	11 12	9 5	4 13	13 18
BH6	Office [14]	201,000 GSF	2,213	275	37	312	51	248	299
BH7	Condominiums [7] Condominiums (Less Existing) [7]	25 DU (8) DU	147 (47)	2 (1)	9 (3)	11 (4)	9 (3)	4 (1)	13 (4)
BH8	Condominiums [7] Apartments (Less Existing) [5]	23 DU (16) DU	135 (108)	2 (2)	8 (6)	10 (8)	8 (7)	4 (3)	12 (10)
BH9	Condominiums [7] Apartments (Less Existing) [5]	10 DU	91 (27)	1 0	7 (2)	8 (2)	6 (1)	3 (1)	9 (2)
BH10	Condominiums [7] Condominiums (Less Existing) [7]	16 DU (6) DU	94 (35)	1 (1)	6 (2)	7 (3)	5 (2)	3 (1)	8 (3)
BH11	Synagogue [16]		127	16	9	25	4	4	8
BH12	Beverly Hill Gardens [17]		2,953	121	73	194	172	134	306
BH13	Office [14]	41,500 GSF	457	56	8	64	11	51	62
BH14	Retail [6]	1,750 GLSF	78	1	1	2	2	3	5
BH15	Medical Office [15] Medical Office [15] Retail [6]	23,139 GSF 13,609 GSF 8,148 GLSF	836 492 350	45 27 5	12 7 3	57 34 8	23 14 15	63 37 16	86 51 31
BH16	Retail [6]	11,900 GLSF	511	7	5	12	22	23	45
BH17	Apartments [5] Office [14]	88 DU 40,000 GSF	591 440	9 55	36 7	45 62	36 10	19 50	55 60
BH18	Cultural Center [16]	34,000 GSF	778	34	21	55	16	40	56
BH19	Service Facility [4]	53,000 GSF	1,767	101	55	156	90	89	179
BH20	Medical Office [15] Office (Less Existing) [14]	14,000 GSF (14,000) GSF	506 (154)	28 (19)	7 (3)	35 (22)	14 (4)	38 (17)	52 (21)

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF BEVERLY HILLS									
BH21	New Car Sales [18]	39,700 GSF	1,324	60	21	81	41	64	105
BH22	Retail [6]	4,550 GLSF	195	3	2	5	8	9	17
BH23	Medical Office [15] Retail [6]	12,445 GSF 12,445 GLSF	450 534	24 8	7 5	31 13	12 23	34 24	46 47
BH24	Condominiums [7]	37 DU	217	3	13	16	13	6	19
BH25	Office [14]	75,000 GSF	826	102	14	116	19	93	112
Bh26	Condominiums [7]	23 DU	135	2	8	10	8	4	12
BH27	Condominiums [7]	16 DU	94	1	6	7	5	3	8
BH28	Assisted Living [19]	80 Beds	213	7	4	11	8	10	18
BH29	Condominiums [7]	11 DU	64	1	4	5	4	2	6
BH30	Condominiums [7] Condominiums (Less Existing) [7]	27 DU (14) DU	158 (82)	2 (1)	10 (5)	12 (6)	9 (5)	5 (2)	14 (7)
BH31	Condominiums [7]	11 DU	64	1	4	5	4	2	6
BH32	Condominiums [7]	34 DU	199	3	12	15	12	6	18
BH33	Condominiums [7]	38 DU	223	3	14	17	13	7	20
BH34	Condominiums [7]	13 DU	76	1	5	6	5	2	7
BH35	Retail [6] Condominiums [7] Single-Family Home (Less Existing) [32]	500 GLSF 6 DU (1) DU	21 35 (10)	1 1 0	0 2 (1)	1 3 (1)	1 2 (1)	1 1 0	2 3 (1)
BH36	Beverly Hills Gateway [24]	95,000 SF	1,090	131	(4)	127	21	140	161
BH37	Office [14] Medical Office [15]	24,566 SF 7,977 SF	270 288	33 16	5 4	38 20	6 8	31 22	37 30
BH38	Condominiums [7] Office (Less Existing) [14] Hotel Support (Less Existing) [14] Hotel (Less Existing) [11]	120 DU (13,030) SF (1,804) SF (47) Rooms	703 (143) (20) (384)	9 (18) (3) (16)	44 (2) 0 (10)	53 (20) (3) (26)	42 (3) (1) (15)	20 (16) (2) (13)	62 (19) (3) (28)
BH39	Senior Congregation [27]	76 DU	282	6	9	15	12	8	20
BH40	9900 Wilshire Project [25]		(321)	52	80	132	(6)	(18)	(24)

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF WEST HOLLYWOOD									
WH1	Condominiums [7]	12 DU	70	1	4	5	4	2	6
WH2	Condominiums [7]	105 DU	615	8	38	46	37	18	55
WH3	Retail [6]	94,000 GLSF	4,036	59	38	97	169	184	353
WH4	Hotel [11] Retail [6] Condominiums [7]	296 Rooms 39,440 GLSF 189 DU	2,640 1,694 1,108	115 25 14	83 16 69	198 41 83	101 71 66	106 77 32	207 148 98
WH5	Retail [6] Condominiums (Less Existing) [7]	37,178 GLSF (8) DU	1,596 (47)	23 (1)	15 (3)	38 (4)	67 (3)	72 (1)	139 (4)
WH6	Retail [6] Condominiums [7]	12,500 GLSF 40 DU	537 234	8 3	5 15	13 18	23 14	24 7	47 21
WH7	Condominiums [7]	12 DU	70	1	4	5	4	2	6
WH8	Apartments [5] Apartments (Less Existing) [5]	16 DU (10) DU	108 (67)	2 (1)	6 (4)	8 (5)	7 (4)	3 (2)	10 (6)
WH9	Day Care Center [20]	28 Students	125	12	10	22	11	12	23
WH10	Condominiums [7] Condominiums (Less Existing) [7]	16 DU (6) DU	94 (35)	1 (1)	6 (2)	7 (3)	5 (2)	3 (1)	8 (3)
WH11	Apartments [5] Apartments (Less Existing) [5]	15 DU (13) DU	101 (87)	2 (1)	6 (6)	8 (7)	6 (5)	3 (3)	9 (8)
WH12	Senior Housing [21]	35 Occ. DU	122	1	2	3	2	2	4
WH13	Condominiums [7] Apartments (Less Existing) [5]	17 DU (16) DU	100 (108)	1 (2)	6 (6)	7 (8)	6 (7)	3 (3)	9 (10)
WH14	Retail [6] Retail (Less Existing) [6]	9,995 GLSF (6,475) GLSF	429 (278)	6 (4)	4 (3)	10 (7)	18 (12)	19 (12)	37 (24)
WH15	Retail [6] Retail (Less Existing) [6]	6,905 GLSF (3,523) GLSF	297 (151)	4 (2)	3 (2)	7 (4)	12 (6)	14 (7)	26 (13)
WH16	Retail [6]	9,990 GLSF	429	6	4	10	18	19	37
WH17	Condominiums [7] Condominiums (Less Existing) [7]	20 DU (8) DU	117 (47)	2 (1)	7 (3)	9 (4)	7 (3)	3 (1)	10 (4)
WH18	Retail [6] Condominiums [7]	13,830 GLSF 28 DU	594 164	9 2	5 10	14 12	25 10	27 5	52 15
WH19	Retail [6]	4,200 GLSF	180	2	2	4	8	8	16
WH20	Condominiums [7]	15 DU	88	1	6	7	5	3	8

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF WEST HOLLYWOOD									
WH21	Condominiums [7] Single-Family Home (Less Existing)	12 DU (1) DU	70 (10)	1 0	4 (1)	5 (1)	4 (1)	2 0	6 (1)
WH22	Retail [9] Condominiums [7] Apartments [5]	190,350 GLSF 61 DU 15 DU	10,319 357 101	140 5 2	90 22 6	230 27 8	459 21 6	498 11 3	957 32 9
WH23	Retail [6] Townhouses [7]	2,900 GLSF 6 DU	125 35	2 1	1 2	3 3	5 2	6 1	11 3
WH24	Condominiums [7] Single-Family Home (Less Existing)	11 DU (2) DU	64 (19)	1 (1)	4 (1)	5 (2)	4 (1)	2 (1)	6 (2)
WH25	Hotel Addition [11]	40 Rooms	357	16	11	27	14	14	28
WH26	Retail [6]	1,000 GLSF	43	1	0	1	2	2	4
WH27	Condominiums [7] Condominiums (Less Existing) [7]	18 DU (8) DU	105 (47)	1 (1)	7 (3)	8 (4)	6 (3)	3 (1)	9 (4)
WH28	Apartments [5] Apartments (Less Existing) [5]	24 DU (3) DU	161 (20)	2 0	10 (2)	12 (2)	10 (1)	5 (1)	15 (2)
WH29	Condominiums [7] Hotel [11] Restaurant [8]	16 DU 20 Rooms 4,619 GSF	94 178 587	1 8 28	6 5 25	7 13 53	5 7 31	3 7 19	8 14 50
WH30	Condominiums [7] Single-Family Home (Less Existing)	18 DU (1) DU	105 (10)	1 0	7 (1)	8 (1)	6 (1)	3 0	9 (1)
WH31	Condominiums [7] Condominiums (Less Existing) [7]	16 DU (2) DU	94 (12)	1 0	6 (1)	7 (1)	5 (1)	3 0	8 (1)
WH32	Condominiums [7] Condominiums (Less Existing) [7]	16 DU (10) DU	94 (59)	1 (1)	6 (3)	7 (4)	5 (3)	3 (2)	8 (5)
WH33	Retail [6]	4,000 GLSF	172	2	2	4	7	8	15
WH34	Retail [6] Single-Family Home (Less Existing)	9,206 GLSF (2) DU	395 (19)	5 (1)	4 (1)	9 (2)	17 (1)	18 (1)	35 (2)
WH35	Office [23]	400,000 GSF	3,879	501	68	569	90	437	527
WH36	Medical Office [15]	120,000 GSF	4,336	235	63	298	120	326	446
WH37	Condominiums [7] Retail [6] Self Storage [12] Retail (Less Existing) [6]	191 DU 71,000 GLSF 32,7000 GSF (90,000) GLSF	1,119 3,049 818 (3,865)	14 45 29 (57)	70 28 20 (36)	84 73 49 (93)	66 128 43 (162)	33 138 42 (176)	99 266 85 (338)

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF WEST HOLLYWOOD									
WH38	Condominiums [7] Single-Family Home (Less Existing)	16 DU (3) DU	94 (29)	1 (1)	6 (1)	7 (2)	5 (2)	3 (1)	8 (3)
WH39	Condominiums [7] Single-Family Home (Less Existing)	12 DU (1) DU	70 (10)	1 0	4 (1)	5 (1)	4 (1)	2 0	6 (1)
WH40	Retail/Restaurant [6] Hotel [11] Residential [7]	39,440 SF 296 Rooms 189 DU	1,694 2,640 1,108	25 115 14	16 83 69	41 198 83	71 101 66	77 106 32	148 207 98
WH41	Retail [6] Condominiums [7]	35,000 GLSF 138 DU	1,503 809	22 10	14 51	36 61	63 48	68 24	131 72
WH42	Retail [6]	2,323 GLSF	100	1	1	2	4	5	9
WH43	Retail [6]	9,995 GLSF	429	6	4	10	18	19	37
WH44	Hotel [11] Condominiums [7]	196 Rooms 4 DU	1,748 23	76 0	55 2	131 2	67 1	70 1	137 2
WH45	Medical Office [15] Retail (Less Existing) [6]	10,7900 GSF (11,400) GLSF	3,898 (490)	212 (7)	56 (5)	268 (12)	108 (21)	293 (22)	401 (43)
WH46	Condominiums [7]	16 DU	94	1	6	7	5	3	8
WH47	Private School [3]	170 Students	381	84	69	153	49	55	104
WH48	Condominiums [7] Single-Family Home (Less Existing)	10 DU (1) DU	59 (10)	1 0	3 (1)	4 (1)	3 (1)	2 0	5 (1)
WH49	Condominiums [7]	40 DU	234	3	15	18	14	7	21
WH50	Condominiums [7]	42 DU	246	3	15	18	15	7	22
WH51	Apartments [5] Condominiums [7] Senior Housing [21] Single-Family Home (Less Existing)	28 DU 2 DU 26 Occ. DU (2) DU	188 12 90 (19)	3 0 1 (1)	11 1 1 (1)	14 1 2 (2)	11 1 2 (1)	6 0 1 (1)	17 1 3 (2)
WH52	Supermarket [22]	65,325 GSF	6,679	129	83	212	348	335	683
WH53	Retail [6]	7726 SF	332	5	3	8	14	15	29
WH54	Condominiums [7]	11 DU	64	1	4	5	4	2	6
WH55	Private School [28]	140 Students	347	68	43	111	10	14	24
WH56	Retail [6] Condominiums [7]	20,105 SF 4 DU	863 23	13 0	8 2	21 2	36 1	39 1	75 2

TABLE 30 (CONTINUED)
RELATED PROJECT TRAFFIC GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF WEST HOLLYWOOD									
WH57	Condominiums [7] Senior Housing [27]	135 DU 42 DU	791 156	10 3	49 5	59 8	47 7	23 4	70 11
WH58	Commercial [14]	70,000 SF	771	96	13	109	18	86	104
WH59	Retail [6] Restaurant [26]	2,972 SF 10,300 SF	128 926	2 4	1 4	3 8	5 52	6 25	11 77
TOTAL			**152,108**	**5,864**	**4,342**	**10,202**	**6,596**	**7,742**	**14,338**

[1] Source: ITE, *Trip Generation, 7th Edition*, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 534 (Private School (K-8) trip generation average rates. Please note that no weekday daily trip rates are provided for ITE Land Use 534. As such, a comparison of the ITE Land Use Code 536 (Private School [K-12]) weekday daily and AM peak hour trips rates (2.48 per student and 0.79 per student, respectively) with the AM peak hour trip rate for ITE Land Use Code 534 (i.e., 11.91 per 1,000 SF) was made in order to derive a weekday daily trip rate for this land use: (11.91 / 0.79) x 2.48 = 37.39 trips per 1,000 SF
Similarly, a comparison of the ITE Land Use Code 536 daily and PM peak hour of generator was made to derive a weekday daily trip rate based on number of students: (0.55 / 0.61) x 2.48 = 2.24 trips per student
[4] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates.
[5] ITE Land Use Code 220 (Apartment) trip generation average rates.
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[7] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
[8] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
[9] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.
[10] ITE Land Use Code 934 (Fast-Food Restaurant With Drive-Through Window) trip generation average rates.
[11] ITE Land Use Code 310 (Hotel [Occupied Rooms]) trip generation average rates.
[12] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.
[13] Coco Traffic Planners, Inc., *Traffic & Parking Study for the Proposed 8800 Burton Way Mixed-Use Development Project*, February 2006.
[14] ITE Land Use Code 710 (General Office) trip generation average rates.
[15] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
[16] Crain & Associates, *Transportation Systems Analysis, UCLA Long Range Development Plan*, October 2002.
[17] Parsons Transportation Group, *Traffic and Parking Impact Analysis for Beverly Hills Gardens and Montage Hotel Project*, November 2003.
[18] ITE Land Use Code 841 (New Car Sales) trip generation average rates.
[19] ITE Land Use Code 254 (Assisted Living) trip generation average rates.
[20] ITE Land Use Code 565 (Day Care Center) trip generation average rates.
[21] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
[22] ITE Land Use Code 850 (Supermarket) trip generation average rates.
[23] ITE Land Use Code 710 (General Office) trip generation equation rates.
[24] Linscott, Law & Greenspan Engineers, *Traffic Impact Study for Westfield Century City for New Century Plan*,September 2007.
[25] Impact Sciences, Inc., *Draft Environmental Impact Report, Volume I, for 9900 Wilshire Project*, August 2007.
[26] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates.
[27] ITE Land Use Code 251 (Senior Adult Housing - Detached) trip generation average rates.
[28] ITE Land Use Code 536 (Private School [K-12]) trip generation average rates.
[29] ITE Land Use Code 520 (Elementary School) trip generation average rates.
[30] ITE Land Use Code 720 (Medical-Dental Office Building) and Code 610 (Hospital) trip generation average rates. Trip generation increased by 15% to reflect gross building floor area.
[31] ITE Land Use Code 210 (Single Family Detached Housing) trip generation average rates.
[32] The daily traffic volumes and distributational splits for the peak hour traffic volumes is calculated based on other City of Los Angeles Museum daily rates. It is assumed that there is no AM peak hour as the peak hour period during weekdays for Museums generally occur between 12:00 PM and 1:00 PM.

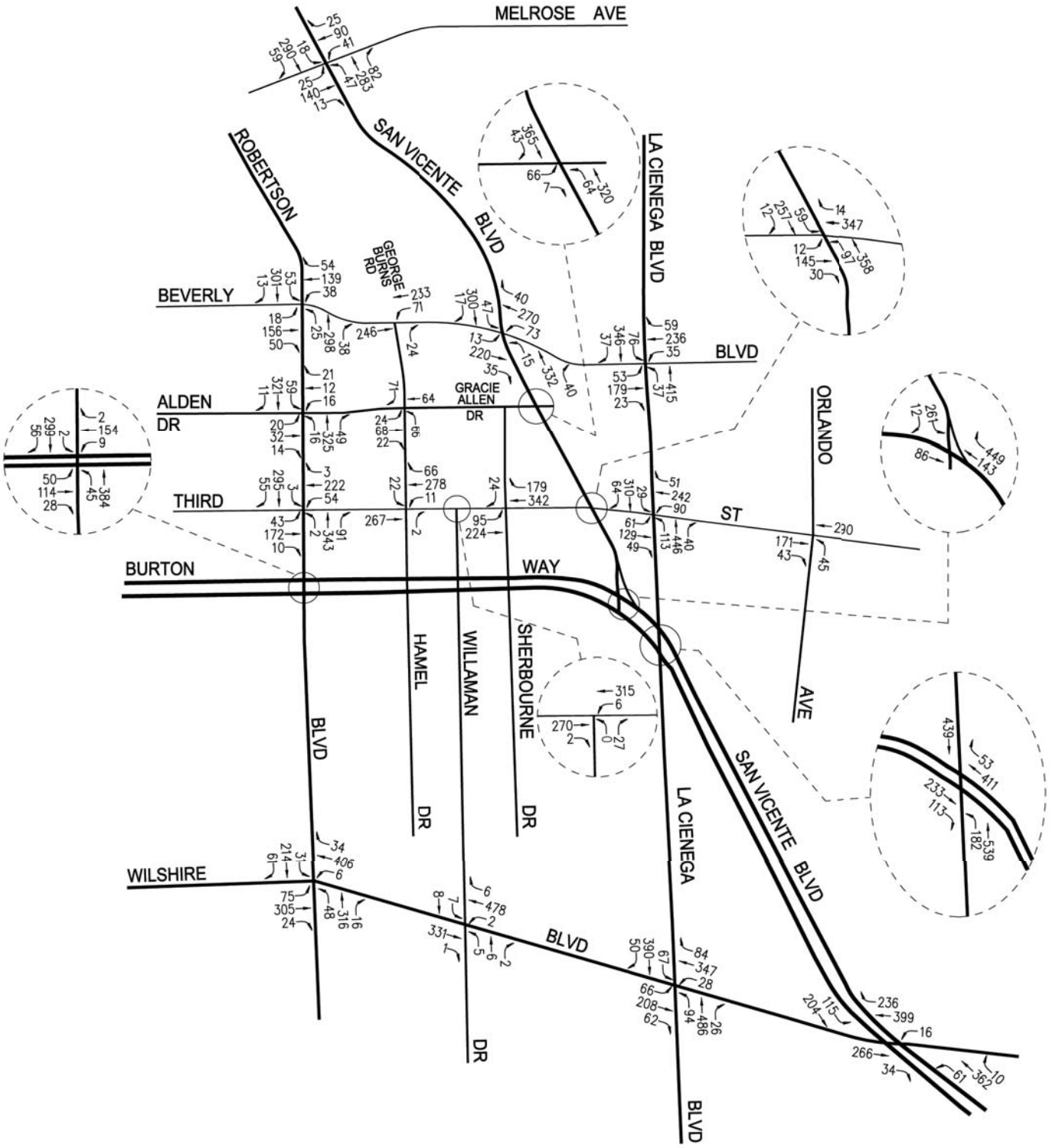

FIGURE 43
RELATED PROJECTS TRAFFIC VOLUME FOR A.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

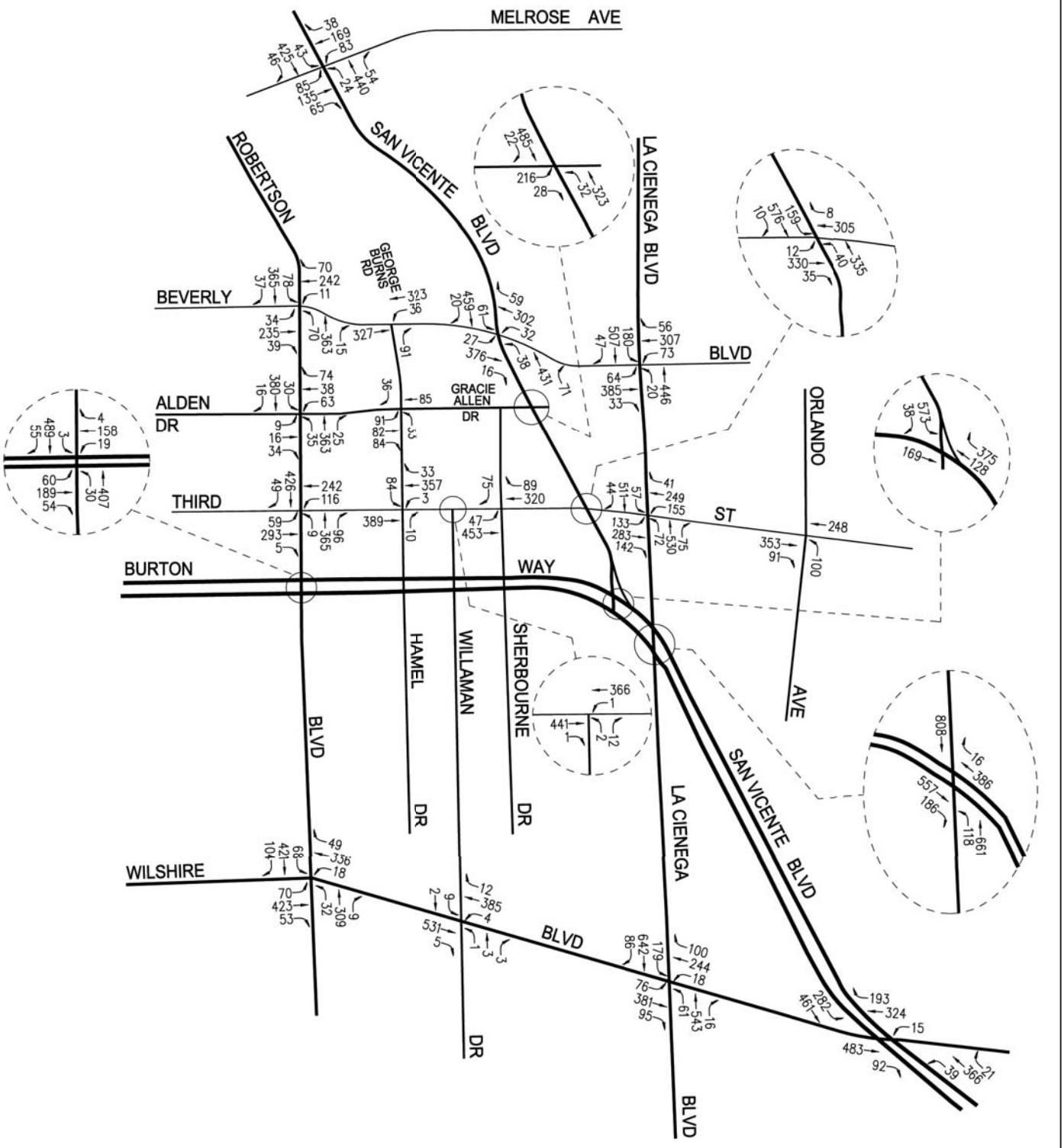

FIGURE 44
RELATED PROJECTS TRAFFIC VOLUME FOR P.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

Table 29: List of Related Projects. As presented in column [3] of *Table 26: Summary of Volume To Capacity Ratios and Levels of Service*, seven of the 22 study intersections are expected to continue operating at LOS D or better during the A.M. and P.M. peak hours with the addition of growth in ambient traffic and the traffic due to the Related Projects. The following 15 study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of ambient traffic and the traffic due to the Related Projects:

Int. No. 1: Robertson Blvd./Beverly Blvd.	A.M. Peak Hour: *V/C* =1.316, LOS F P.M. Peak Hour: *V/C* =1.232, LOS F
Int. No. 2: Robertson Bl./Alden-Gracie Allen Dr.	P.M. Peak Hour: *V/C* =1.034, LOS F
Int. No. 3: Robertson Blvd./Third St.	A.M. Peak Hour: *V/C* =1.182, LOS F P.M. Peak Hour: *V/C* =1.223, LOS F
Int. No. 4: Robertson Blvd./Burton Way	A.M. Peak Hour: *V/C* =1.262, LOS F P.M. Peak Hour: *V/C* =1.287, LOS F
Int. No. 5: Robertson Blvd./Wilshire Blvd.	A.M. Peak Hour: *V/C* =1.397, LOS F P.M. Peak Hour: *V/C* =1.481, LOS F
Int. No. 6: George Burns Rd./Beverly Blvd.	P.M. Peak Hour: *V/C* =0.929, LOS E
Int. No. 10: Williaman Dr./Wilshire Blvd.	A.M. Peak Hour: *V/C* =0.941, LOS E
Int. No. 12: San Vicente Blvd./Melrose Ave.	A.M. Peak Hour: *V/C* =1.120, LOS F P.M. Peak Hour: *V/C* =1.233, LOS F
Int. No. 13: San Vicente Blvd./Beverly Blvd.	A.M. Peak Hour: *V/C* =1.050, LOS F P.M. Peak Hour: *V/C* =1.100, LOS F
Int. No. 15: San Vicente Blvd./Third St.	A.M. Peak Hour: *V/C* =1.119, LOS F P.M. Peak Hour: *V/C* =1.035, LOS F
Int. No. 16: S. Vicente Bl-LeDoux Rd./Burton Wy.	P.M. Peak Hour: V/C =0.901, LOS E
Int. No. 17: San Vicente Blvd./Wilshire Blvd.	A.M. Peak Hour: *V/C* =1.060, LOS F P.M. Peak Hour: *V/C* =1.010, LOS F
Int. No. 18: La Cienega Blvd./Beverly Blvd.	A.M. Peak Hour: *V/C* =1.192, LOS F P.M. Peak Hour: *V/C* =1.580, LOS F
Int. No. 19: La Cienega Blvd./Third St.	A.M. Peak Hour: *V/C* =1.216, LOS F P.M. Peak Hour: *V/C* =1.369, LOS F

Int. No. 20: La Cienega Blvd./San Vicente Blvd.	A.M. Peak Hour: *V/C* =1.231, LOS F P.M. Peak Hour: *V/C* =1.192, LOS F
Int. No. 21: La Cienega Blvd./Wilshire Blvd.	A.M. Peak Hour: *V/C* =1.450, LOS F P.M. Peak Hour: *V/C* =1.501, LOS F
Int. No. 22: Orlando Ave./Third St.	A.M. Peak Hour: *V/C* =0.958, LOS E P.M. Peak Hour: *V/C* =1.007, LOS F

The Future Pre-Project (existing, ambient growth and Related Projects) traffic volumes at the study intersections during the A.M. and P.M. peak hours are presented in *Figure 45: Future Pre-Project Traffic Volumes for A.M. Peak Hour* and *Figure 46: Future Pre-Project Traffic Volumes for P.M. Peak Hour*, respectively.

The Original EIR found that when traffic from the original Project was combined with existing traffic, a 1.5% ambient growth rate and traffic generated by the Related Projects, it was determined that 10 intersections within the traffic study area would be adversely impacted in the A.M. peak hour and 16 intersections within the traffic study area would be adversely impacted in the P.M. peak hour. Without mitigation, a total of 16 study intersections would operate at LOS E or F in both the A.M. and P.M. peak hours, compared with 10 existing intersections that operated at LOS E or F in 1990 [See Original EIR Findings, Section III.B.11]. The Future Pre-Project Conditions would not represent an incrementally substantial impact above those determined for the Master Plan in the Original EIR.

Summary of Project Impacts and Mitigations (Future With Project Conditions and Future Project With Mitigation Conditions)

As demonstrated in column [4] of *Table 26: Summary of Volume-To-Capacity Ratios and Levels of Service*, application of the City's traffic threshold criteria (see *Table 27: City of Los Angeles Intersection Impact Threshold Criteria*) to the Future With Project scenario indicates that the Project is anticipated to create significant impacts at the following two study intersections:

Int. No. 2: Robertson Blvd./Alden Dr.-Gracie Allen Dr. for A.M. and P.M. peak hours
Int. No. 6: George Burns Rd./Beverly Blvd. for P.M. peak hour

Thus, prior to implementation of the mitigation measures, Intersection No. 2 will be operating at a *V/C* of 0.872 (LOS D) during the A.M. peak hour and 1.063 (LOS F) during the P.M. peak hour. Intersection No. 6 will be operating at a *V/C* of 0.951 (LOS E) during the P.M. peak hour.

As a result, the Project would cause significant impacts for the two intersections. However, with implementation of mitigation measure improvements, the impacts for both intersections will reduce the potentially significant Project-related impacts to less than significant levels.

The following summarizes the recommended transportation mitigation measure improvements for the subject study intersections.

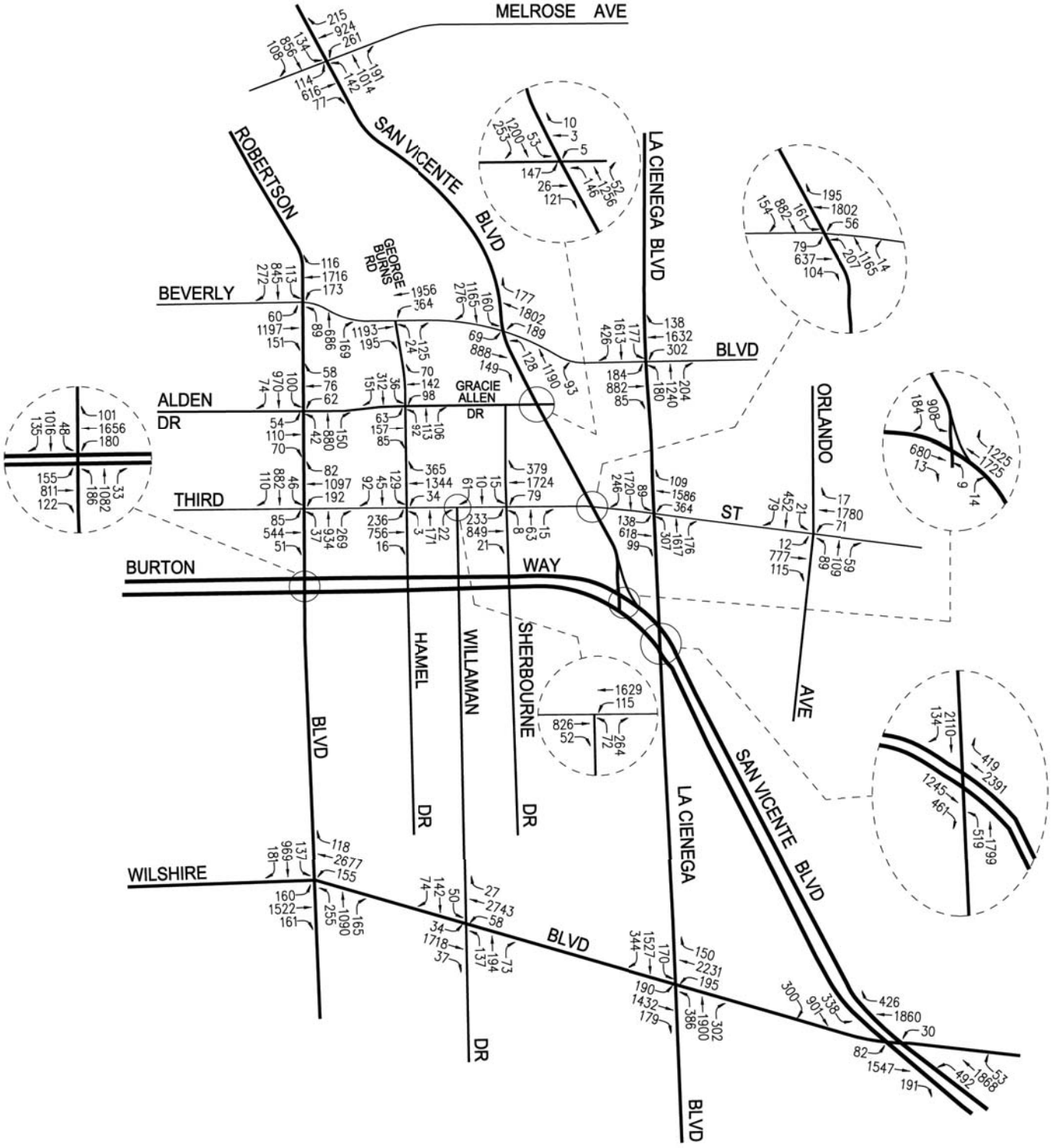

FIGURE 45

FUTURE PRE-PROJECT TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

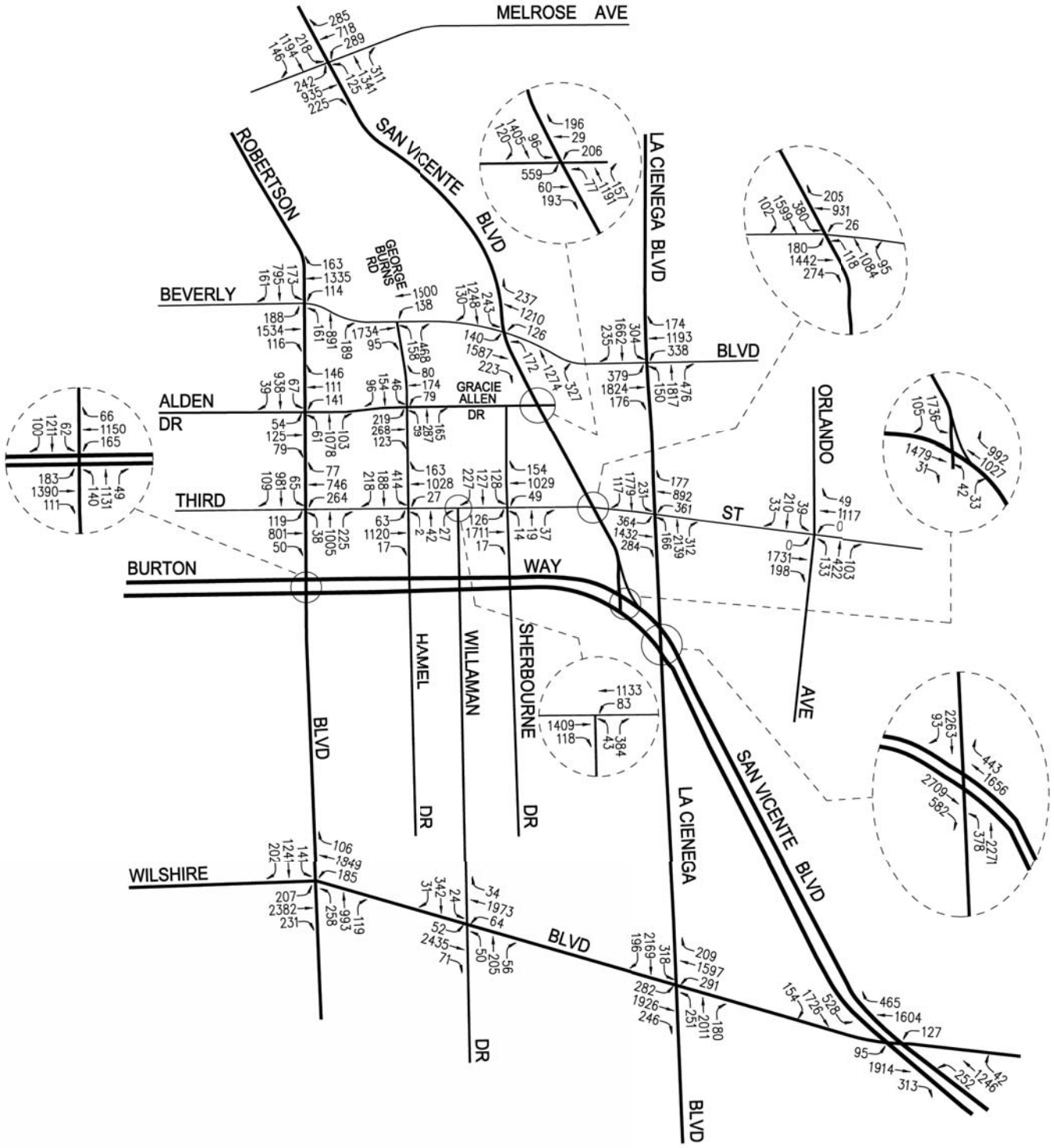

FIGURE 46
FUTURE PRE-PROJECT TRAFFIC VOLUMES FOR P.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

Int. No. 2: Robertson Blvd./Alden Dr.-Gracie Allen Dr.
Provide a right-turn-only lane at the northbound approach of Robertson Boulevard at the Alden Drive-Gracie Allen Drive intersection, as well as a right-turn-only lane at the westbound approach of Alden Drive-Gracie Allen Drive at the intersection. The resultant lane configurations at the northbound approach to the intersection will be one exclusive left-turn lane, one through lane and one right-turn-only lane. The resultant lane configurations at the westbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require restriping both the northbound and southbound approaches to the intersection; widening the westbound approach along the north side of Alden Drive-Gracie Allen Drive by 2.5 feet for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width), thereby reducing sidewalk width from the existing 12.5 feet to 10 feet; as well as the removal of on-street parking along the eastside of Robertson Boulevard south of the intersection for a distance of approximately 130 feet (approximately 6 spaces). Currently, the standard 12.5-foot sidewalk to be affected experiences pedestrian traffic from the surrounding retail and restaurant uses, as well as from CSMC. However, this level of utilization does not exceed the capacity of the sidewalk. As this segment of sidewalk is fairly well utilized by patrons to the shops and restaurants in the area, the proposed measures may result in less than significant secondary impacts in the immediate vicinity of the improvements due to the narrowing of sidewalks and loss of parking spaces.

Currently, a right-turn-only lane at the northbound approach to the intersection on Robertson Boulevard is not warranted by existing right-turn traffic volumes. Therefore, to defer the loss of parking (approximately 6 spaces) on Robertson Boulevard until traffic demands warrant the need for a right-turn-only lane, this mitigation measure should be implemented in two phases. First, the applicant would widen Alden Drive and restripe the westbound approach as proposed above. In the second phase, a traffic warrant analysis would be conducted 2 years after full occupancy of the Project to determine the need for a right-turn-only lane at the northbound approach to the intersection. If warranted, the right-turn-only lane would be implemented on Robertson Boulevard. For visualization, a conceptual roadway mitigation improvement plan for the Robertson Boulevard/Alden Drive-Gracie Allen Drive intersection is contained in *Appendix C of Appendix E: Traffic Impact Study*.

As indicated in column [5] of *Table 26: Summary of Volume To Capacity Ratios and Levels of Service*, this measure is anticipated to reduce the potentially significant Project-related impacts to less than significant levels for both the A.M. and P.M. peak hours. In comparison to the Future Pre-Project Conditions, the Project's proposed mitigation measure improvements for the intersection are expected to improve operations to 0.827 (LOS D) from 0.850 (LOS D) during the A.M. peak hour and to 0.946 (LOS E) from 1.034 (LOS F) during the P.M. peak hour.

Int. No. 6: George Burns Rd./Beverly Blvd.
Provide a right-turn-only lane at the eastbound approach of Beverly Boulevard at the George Burns Road intersection, as well as two lanes at the northbound approach of

George Burns Road at the intersection. The resultant lane configurations at the eastbound approach to the intersection will be one center two-way left-turn lane, two through lanes and one right-turn-only lane. The resultant lane configurations at the northbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require widening along the south side of Beverly Boulevard west of the intersection by approximately three feet and the removal of on-street parking for a distance of approximately 55 feet to accommodate the installation of the eastbound right-turn-only lane (approximately 4 parking spaces). The three-foot widening would also reduce the existing sidewalk width from 15 feet to 12 feet, which still exceeds the minimum 8 foot sidewalk for a Major Highway[12], for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width). Depending on current utilization, these measures may result in a secondary impact in the immediate vicinity of the improvements. For visualization, a conceptual roadway mitigation improvement plan for the George Burns Road/Beverly Boulevard intersection is contained in *Appendix C of Appendix E: Traffic Impact Study*.

As indicated in column [5] of *Table 26: Summary of Volume To Capacity Ratios and Levels of Service*, this measure is anticipated to reduce the potentially significant Project-related impacts to less than significant levels for the P.M. peak hour. In comparison to the Future Pre-Project Conditions, the Project's proposed mitigation measure improvements for the intersection are expected to improve operations to 0.918 (LOS E) from 0.929 (LOS E) during the P.M. peak hour.

While this recommended mitigation measure is feasible, it is noted that this intersection is located in the City of West Hollywood and thus implementation of the recommended mitigation is beyond the control of the Lead Agency (City of Los Angeles). Should the City of West Hollywood not allow the implementation of this recommended mitigation measure, a significant unmitigated impact would result for this intersection and a Statement of Overriding Consideration would be required. However, impacts could still be reasonably mitigated in the future with cooperation of the City of West Hollywood.

The Original EIR analyzed the traffic impacts of the Master Plan development at 18 study intersections in the Master Plan project area. All 18 study intersections have also been analyzed in this Draft SEIR, however, four study intersections have been added to this Draft SEIR, which were not included in the Original EIR:

Int. No. 6: George Burns Rd./Beverly Blvd.
Int. No. 7: George Burns Rd./Gracie Allen Dr.
Int. No. 9: Willaman Dr./Third St.
Int. No. 10: Willaman Dr./Wilshire Blvd.

Excluding the above intersections, in the anticipated Master Plan build-out year of 2005 under the Future With Project Conditions, 16 of the 18 study intersections were anticipated to operate at LOS E or LOS F during the A.M. and/or P.M. peak hours. This finding is more or less consistent with the Future Pre-Project Conditions analyzed above, which account for the full

[12] City of West Hollywood General Plan Section 5.0 Circulation, page 183.

build-out of the Master Plan. Subsequently, these 16 study intersections resulted in significant impacts during the A.M. and/or P.M. peak hours. It was determined that the significant impacts at 15 of the 16 impacted intersections could me mitigated to less than significant levels with implementation of appropriate mitigation measures, as enumerated in the Original EIR[13]. However, the intersection of Sherbourne Dr./Third St. was forecast to result in significant and unavoidable impacts with development of the Master Plan and an SOC was issued.

As discussed, the proposed Project will result in a significant net impact during the A.M. and P.M. peak hours at one of the 18 study intersections analyzed in the Original EIR—Int. No. 2: Robertson Blvd./Alden Drive-Gracie Allen Drive (formerly known as "Robertson Blvd./Alden Dr." in the Original EIR). However, the Project impacts at this intersection may be mitigated to a less than significant level and thus will not add substantial impact above the Master Plan development. The remaining impacted intersection (Int. No. 6: George Burns Rd./Beverly Blvd.) was not analyzed in the Original EIR. However, the impacts at this intersection may also be mitigated to less than significant levels (with cooperation from the City of West Hollywood), and thus will not add substantial impact above the Master Plan development.

Congestion Management Program Traffic Impact Assessment

As required by the CMP, the traffic impact study has been prepared to determine the potential impacts on the designated monitoring locations above. According to Section B.9.1 (Appendix B, Page B-6) of the 2004 CMP manual, the criteria for determining a significant impact is as follows: "A significant transportation impact occurs when the Project increases traffic demand by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C \geq 1.00$)."

The proposed Project will not add 50 or more trips during the A.M. or P.M. peak hours. The proposed Project will not add 50 or more trips during the A.M. or P.M. peak hours at any of the CMP monitoring intersections. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

Also, no CMP freeway monitoring locations have been identified in the Project area. Therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

Transportation Demand Management Assessment

City of Los Angeles Ordinance No. 168,847, which approved the Master Plan and Development Agreement for the CSMC Campus, includes two related trip reduction requirements associated with CSMC: 1) Prepare and submit a TDM program to achieve an 18 percent reduction in P.M. peak hour trips above SCAQMD Regulation XV requirements for new facilities and a 9 percent overall P.M. peak hour trip reduction for the entire CSMC Campus, and 2) At the time of Master

[13] As addressed in the Original EIR, mitigation measures proposed at certain intersections were dependent upon concurrent approval and cooperation by the Cities of West Hollywood and Beverly Hills.

Plan build-out, CSMC shall achieve a final Average Vehicle Ridership ("AVR")[14] of 1.8 persons per vehicle for full-time employees.

The measures in the Ordinance are a result of findings in the Original EIR, which estimated that implementation of a TDM program at the CSMC Campus could reduce the potential traffic generation of 2,048 P.M. peak hour trips from facilities proposed under the Master Plan by approximately 25 percent, equivalent to approximately 512 P.M. peak hour trips. Thus, for purposes of mitigation of traffic impacts as determined in the Original EIR, only the 9 percent reduction in overall P.M. peak hour trips was required. The required attainment of a 1.8 AVR for full-time employees was added as a condition of approval of Ordinance 168,847 for purposes of facilitating the 9 percent P.M. peak hour trip reduction.

The Original EIR did not establish a trip generation baseline for the entire CSMC Campus on which to base compliance with the trip reduction requirements in Ordinance 168,847. Therefore, at the direction of LADOT, to verify whether the trip reduction goals are being met by CSMC and to establish a baseline from which the traffic reduction requirements can be compared, P.M. peak hour traffic counts[15] at the CSMC Campus were conducted at the driveways serving existing CSMC parking facilities and at the two parking structures serving the Third Street Medical Office Towers.[16]

Based on the traffic counts, the existing CSMC Campus[17] generates a total of 1,921 P.M. peak hour trips (350 inbound and 1,572 outbound).[18] In contrast, the existing CSMC facilities are forecast to generate at total of 2,994 P.M. peak hour trips, which serves as the baseline for existing CSMC facilities.[19] Thus, the current measured trip generation of the CSMC Campus (1,921 P.M. peak hour trips) is approximately 36 percent less than the estimated baseline (2,994 P.M. peak hour trips) based on existing facilities. This reduction is well in excess of the minimum 9 percent required reduction target for the entire Campus, per Ordinance 168,847.

CSMC currently operates an aggressive TDM program, in which a total of 5,503 employees[20] participate, that has successfully reduced vehicle traffic and parking demand at the CSMC Campus. Pursuant to the most recent rideshare report filed with the SCAQMD, CSMC has also

[14] Average Vehicle Ridership or AVR is the average number of employees who report to a work site divided by the average number of vehicles driven by these employees, calculated for an established time period. This calculation recognizes vehicle trip reductions from telecommuting, compressed work-weeks, and non-motorized transportation.
[15] Traffic counts were conducted during P.M. peak period (4:00 to 6:00 P.M.) on Tuesday, Wednesday and Thursday, June 19, 20, and 21, 2007 respectively.
[16] The Third Street Medical Office Towers parking structures were included because CSMC employees park in these garages and CSMC leases space within these buildings.
[17] For purposes of establishing a true baseline trip generation, "existing" CSMC Campus facilities are considered to be all buildings and structures built and occupied as of the publication of this Draft SEIR, and does not include the Advanced Health Sciences Pavilion which is scheduled to begin construction in the first quarter of 2009.
[18] Linscott, Law & Greenspan Engineers, *Traffic Impact Study, Cedars-Sinai Medical Center Project*, June 23, 2008.
[19] *Ibid.* Based on nationally accepted trip generation rates established in the *Trip Generation Manual, 7th Edition* by the Institute of Transportation Engineers for medical facilities.
[20] Pursuant to CSMC Rule 2202 File 2008, the total current number of employees reporting to the Campus within the designated peak window is 5,503 employees.

attained an AVR among its full-time employees of approximately 1.4 persons per vehicle.[21] In addition to trip reduction programs available to full-time employees, CSMC encourages ridesharing and other programs to part-time and contract employees, as well as to patients and visitors to further reduce vehicle trips during peak commute hours. The TDM program administered by CSMC includes two full-time ride share coordinators, a zip code matching database for ride-sharing, vanpooling, prizes and incentives for ride-sharing, preferential parking for carpoolers and vanpoolers, guaranteed rides home, transit pass subsidies, flexible work schedules, and accessibility to public transportation. Further, the urban nature of the CSMC Campus and surrounding synergistic land uses which support CSMC (such as medical office buildings, retail, and restaurant uses that draw patronage from CSMC) allow for trips made by walking and bicycling. The existing TDM program will incorporate the employees who work in the proposed Project.

As part of the Project, CSMC requests that the 1.8 AVR requirement for full-time employees be eliminated as it has been demonstrated that the required overall Campus trip reductions can be achieved through implementation of travel demand programs for full-time employees and non-CSMC full-time employees (i.e., part-time and contract employees), as well as through development synergies that facilitate trips between CSMC Campus uses through means other than the private automobile. Further, additional scheduling limitations imposed on full-time employees as a result of an AVR requirement could adversely affect CSMC's ability to continue to provide a high level of healthcare to the community. LADOT has concurred that the measurement of AVR for full-time employees can be eliminated, with the provision that all trips that would be potentially eliminated by achievement of the 1.8 AVR be added to the overall CSMC Campus trip reduction target in order to justify the elimination of the requirement.

Build-out of the remaining entitlement under the Master Plan and the proposed Project would increase the Campus-wide forecast trip generation (without a TDM program) from 2,994 P.M. peak hour trips to 4,229 P.M. peak hour trips.[22] Per the requirements of Ordinance 168,847, CSMC would be required to implement a TDM program that would reduce the Campus-wide 4,229 P.M. peak hour trips by 9% (or 381 trips) to 3,848 P.M. peak hour trips. Additionally, per the AVR provisions of the existing Ordinance, CSMC would be required to operate at a 1.8 AVR, thereby reducing the unmanaged forecast of 4,229 P.M. peak hour trips by 804 trips to 3,425 P.M. peak hour trips, which equates to a 19% reduction in P.M. peak hour trips.

If CSMC achieves the 19% reduction in P.M. peak hour trips, LADOT has determined that CSMC can achieve equivalency to the required reductions in traffic generation imposed by Ordinance 168,847 without attaining a 1.8 AVR. Therefore, in lieu of AVR requirements, LADOT has recommended that a more appropriate measurement to meet the goals and requirements of Ordinance 168,847 would be to utilize this 19% target to reduce the number of P.M. peak hour trips generated by the entire CSMC Campus.[23] This reduction target would be

[21] Linscott, Law & Greenspan Engineers, *Traffic Impact Study, Cedars-Sinai Medical Center Project*, June 23, 2008.
[22] Trip generation based on ITE Rates.
[23] The reduction target is deemed "more appropriate" by Los Angeles Department of Transportation (LADOT). *Traffic Impact Study for the Proposed Cedars-Sinai Medical Center (CSMC) Project Located on CSMC Campus (ENV-2008-620-EIR)*, Inter-Departmental Correspondence to Department of City Planning, Jimmy Liao. July 15, 2008.

applied to the entire Campus, with annual reports submitted by CSMC to LADOT to monitor compliance.

The P.M. peak hour reduction target would exceed the trip reduction estimates in both the TDM and AVR analysis in the Original EIR. Therefore, the amended trip reduction target will provide at least equivalent mitigation, and no new impacts, to development of the Master Plan analyzed in the Original EIR. Therefore, assuming compliance with the 19% P.M. peak hour trip reduction target and with LADOT reporting and monitoring requirements, the Project is anticipated to result in less than a significant impact to trip reduction provisions and the existing TDM program.

Residential Street Segment Analysis (Cut-Through Traffic)[24]

A total of 11 residential street segments located in the Project area were analyzed to determine the potential Project-related impacts of non-residential traffic using local streets in adjacent residential neighborhoods (known as cut-through traffic).[25] As shown in *Figure 47: Residential Street Segment Locations*, the analyzed street segments included:

1. Huntley Drive south of Melrose Avenue[26]
2. Rosewood Avenue east of Norwich Drive[26]
3. Ashcroft Avenue west of Sherbourne Drive[26]
4. Rosewood Avenue west of Sherbourne Drive[26]
5. Bonner Drive west of Sherbourne Drive[26]
6. Sherbourne Drive south of Ashcroft Avenue[26]
7. Alden Drive between Swall Drive and Clark Drive[27]
8. Hamel Road between 3rd Street and Burton Way[27]
9. Willaman Drive between 3rd Street and Burton Way[27]
10. Willaman Drive between Burton Way and Colgate Avenue[27]
11. Sherbourne Drive between 3rd Street and Burton Way[27]

Pursuant to the LADOT *Traffic Study Policies and Procedures* manual, a transportation impact on a local residential street shall be deemed significant based on a percentage increase in the Project average daily traffic ("ADT") volumes as shown in *Table 31: Residential Street Segment Impact Threshold Criteria*. It must be noted that the City of West Hollywood and City of Los Angeles use similar traffic analysis methodologies and significance thresholds for determining potential impacts to local residential streets.

[24] Information provided from Linscott, Law & Greenspan Engineers, *Cedars-Sinai Medical Center Project Neighborhood Street Segment Analysis*, memorandum to Planning Associates, Inc., July 23, 2008.
[25] The street segments analyzed were selected based on comments received during the Notice of Preparation process and proximity to the CSMC Campus.
[26] City of West Hollywood street segment.
[27] City of Los Angeles street segment.

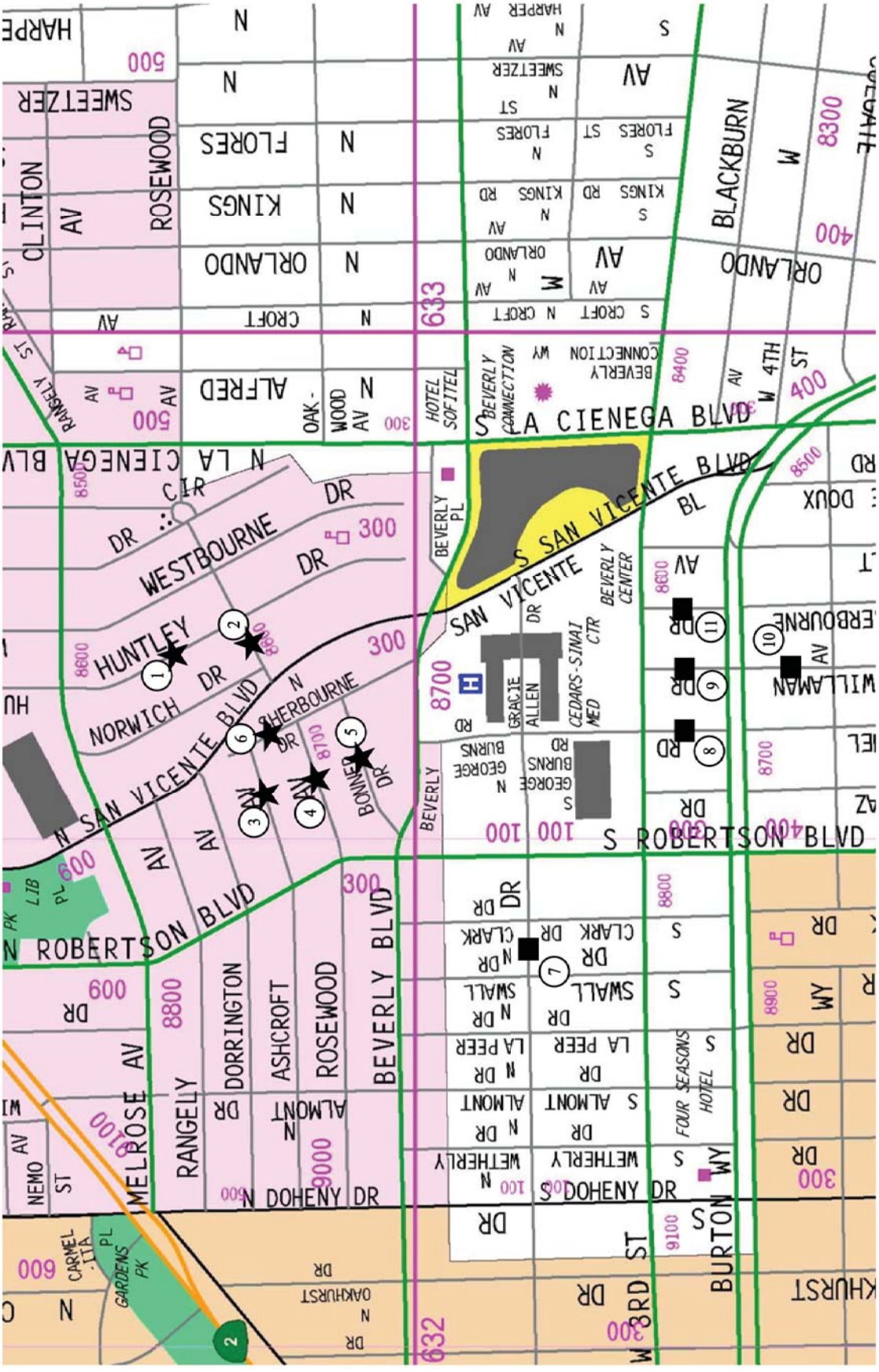

FIGURE 47
RESIDENTIAL STREET SEGMENT LOCATIONS

SOURCE: THOMAS BROS. GUIDE/
LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE 31
RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA

PROJECTED AVERAGE DAILY TRAFFIC WITH PROJECT (FINAL ADT)	PROJECT-RELATED INCREASE IN ADT
0 to 999	16% or more of Final ADT
1,000 or more	12% or more of Final ADT
2,000 or more	10% or more of Final ADT
3,000 or more	8% or more of Final ADT

Similar to the traffic analysis for study intersections, the 11 residential street segments were analyzed for the following conditions:

[a] Existing conditions.

[b] Condition [a] plus 1.5 percent (1.5%) ambient traffic growth per year, including Related Projects, through year 2023 (build-out year) to allow for a conservative forecast of future traffic volumes ("Future Pre-Project Conditions").

[c] Condition [b] with completion and occupancy of the proposed Project ("Future With Project Conditions").

The analyzed street segments are situated within well-established, built-out residential neighborhoods which do not offer many opportunities for direct cut-through traffic. As such, nearly all Project-related traffic is anticipated to travel along the key arterials that provide direct access to the CSMC Campus (i.e., Beverly Boulevard, San Vicente Boulevard, Third Street, and Robertson Boulevard). However, some Project-related motorists may use local residential streets that feed into the CSMC Campus as alternate routes of travel based on perceived convenience and for ease of access, such as Alden Drive, Hamel Drive, Willaman Drive, and Sherbourne Drive. A smaller group of Project-related motorists could potentially use local streets that do not directly feed into the CSMC Campus as part of a short-cut route, including Ashcroft Avenue, Rosewood Avenue, Bonner Drive, and Huntley Drive. The percentage of the Project's estimated 1,181 daily trip ends assigned to each local street segment were dependent upon on the street's current relative traffic volumes, as well as relative access to the CSMC Campus.

In general, on the local streets which do not provide direct access to the CSMC Campus (e.g., street segment nos. 1 through 5), one percent (1.0%) or less, if any, of the total daily trips generated by the Project are expected to utilize these roadways for access. For local streets that feed directly into the CSMC Campus (e.g., street segment nos. 6 through 11), it is reasonable to anticipate that a relatively higher percentage of Project-related trips may occur on these roadways, most likely in the two to four percent (2.0% to 4.0%) range of total daily trips generated by the Project. This relative distribution of the Project-related trips on the local residential streets is consistent with the Project-related traffic distribution pattern on the major arterials (i.e., Beverly Boulevard, Third Street, Robertson Boulevard, and San Vicente Boulevard, etc.) approved for use in the traffic study by LADOT. However, to provide a conservative, "worst case" assessment of the potential Project-related impacts to the local residential streets, a substantially higher use of these roadways was assumed from Project-generated daily trips. As a result, two percent (2.0%) for local streets that do not provide direct

access to the CSMC Campus, and three to eight percent (3.0% to 8.0%) for local streets that provide direct access to the CSMC Campus were used.

The estimated ADT volumes associated with Existing Conditions, Future Pre-Project Conditions, and Future With Project Conditions are shown in *Table 32: Summary of Street Segment Analysis*. By comparing the Future With Project Conditions in column [5] of *Table 32: Summary of Street Segment Analysis* to the Future Pre-Project Conditions in column [2] and the resulting increase of daily trip ends caused by the Project at each street segment (column [4]), the percent ADT growth can be calculated in column [6]. As indicated in column [6], the percentage increase in ADT growth for the 11 street segments ranges from 0.6% to 3.6%. Therefore, application of LADOT's threshold criteria (as shown in *Table 31: Residential Street Segment Impact Threshold Criteria*) indicates that the Project is not anticipated to produce substantial cut-through traffic on local residential streets. Even with an "overstated" assignment of Project-related daily trips on local residential streets, the potential effects are deemed less than significant as the incremental increase in cut-through traffic due to the Project is substantially below the significance thresholds used by LADOT and the City of West Hollywood.

TABLE 32
SUMMARY OF STREET SEGMENT ANALYSIS

	LOCATION	[1] EXISTING WEEKDAY ADT VOLUME	[2] YEAR 2023 FUTURE PRE-PROJ. VOLUME	PROPOSED PROJECT		[5] YEAR 2023 W/PROJ. ADT VOLUME ([2]+[4])	[6] PERCENT ADT GROWTH ([4] /[5])	[7] SEGMENT IMPACT
				[3] TOTAL PROJECT DISTRIB	[4] DAILY PROJECT TRIP ENDS			
1	Huntley Drive south of Melrose Avenue [8]	1,146	1,404	2.0% In/Out	24	1,428	1.7%	NO
2	Rosewood Avenue east of Norwich Drive [8]	3,160	3,871	2.0% In/Out	24	3,895	0.6%	NO
3	Ashcrofl Avenue west of Sherbourne Drive [8]	525	643	2.0% In/Out	24	667	3.6%	NO
4	Rosewood Avenue west of Sherbourne Drive [8]	642	786	2.0% 1n/Out	24	810	3.0%	NO
5	Bonner Drive west of Sherbourne Drive [8]	639	782	2.0% In/Out	24	806	3.0%	NO
6	Sherbourne Drive south of Ashcroft Avenue [8]	1,531	1,875	3.0% In/Out	35	1,910	1.8%	NO
7	Alden Drive between Swall Drive and Clark Drive [9]	2,783	3,409	5.0% In/Out	59	3,468	1.7%	NO
8	Hamel Road between 3rd Street and Burton Way [9]	4,075	4,992	5.0% In/Out	59	5,051	1.2%	NO

TABLE 32 (CONTINUED)
SUMMARY OF STREET SEGMENT ANALYSIS

	LOCATION	[1] EXISTING WEEKDAY ADT VOLUME	[2] YEAR 2023 FUTURE PRE-PROJ. VOLUME	PROPOSED PROJECT [3] TOTAL PROJECT DISTRIB	PROPOSED PROJECT [4] DAILY PROJECT TRIP ENDS	[5] YEAR 2023 W/PROJ. ADT VOLUME ([2]+[4])	[6] PERCENT ADT GROWTH ([4] /[5])	[7] SEGMENT IMPACT
9	Willaman Drive between 3rd Street and Burton Way [9]	5,990	7,338	8.0% In/Out	94	7,432	1.3%	NO
10	Willaman Drive between Burton Way and Colgate Avenue [9]	4,580	5,611	5.0% In/Out	59	5,670	1.0%	NO
11	Sherbourne Drive between 3rd Street and Burton Way [9]	1,906	2,335	5.0% In/Out	59	2,394	2.5%	NO

[1] Existing ADT volumes for study locations 1 through 6 were based on data contained in the Greenwich Place Traffic Impact Study, dated October 2006, prepared by Katz, Okitsu & Associates. The year 2006 traffic counts were adjusted by a 1.5 percent (1.5%) ambient growth factor per year to reflect year 2008 condtions. New ADT counts were conducted for study locations 7 through 11, and copies of the summary count data worksheets are provided in the attached Appendix of Linscott, Law & Greenspan, Engineers, *Cedars-Sinai Medical Center Project Neighborhood Street Segment Analysis*, memorandum to Planning Associates, 23 July 2008.

[2] The existing weekday ADT volumes were adjusted by a 1.5 percent (1.5%) annual ambient growth factor to derive year 2023 Future Pre-Project Conditions.

[3] Total distribution of inbound and outbound daily Project traffic at the analyzed street segment.

[4] Daily Project volume includes inbound and outbound trips based on the proposed Project's net increase of 1,181 daily trip ends (approximately 591 inbound trips and 591 outbound trips).

[5] Total of columns [1] and [3].

[6] Column [3] divided by column [4].

[7] According to LADOT's "Traffic Study Policies & Procedures," March, 2002, page 10: "A local residential street shall be deemed significantly impacted* based on an increase in the projected average daily traffic (ADT) volumes."

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16% or more of final ADT**
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

*Source: Traffic Infusion on Residential Environment (TIRE) Index developed by D.K. Goodrich and modified by LADOT for Los Angeles City conditions.

**Note: For projects in West Los Angeles Transportation Improvement and Mitigation Specific Plan area, use 120 or more trips.

[8] Greenwich Place traffic impact study location.

[9] City of Los Angeles study location.

(b) Project Access

Vehicular Access

Project access refers mainly to vehicular access to the Project through street intersections and external and internal driveways at the Campus. The following five key access intersections provide primary Project Site access:

Robertson Blvd./Alden Dr.-Gracie Allen Dr. (Study Intersection No. 2)
George Burns Rd/Beverly Blvd. (Study Intersection No. 6)

George Burns Rd.-Hamel Rd./Third St. (Study Intersection No. 8)
Sherbourne Dr./Third St. (Study Intersection No. 11)
San Vicente Blvd./Gracie Allen Drive-Beverly Center (Study Intersection No. 14)

There are no changes planned for the five key intersections and external Campus driveways, as approved under the current Master Plan. There are also no changes planned for most internal Campus driveways as approved under the current Master Plan; however, minor modifications are planned for the internal driveway access points at the Project Site to accommodate the Project.

As indicated in *Table 26: Summary of Volume To Capacity Ratios and Levels of Service*, Study Intersection numbers 6, 8, 11 and 14 provide primary project site access and are projected to operate at LOS D or better under the Future With Project Conditions. As also indicated in *Table 26: Summary of Volume To Capacity Ratios and Levels of Service,* the Robertson Boulevard/Alden Drive-Gracie Allen Drive intersection (Study Intersection No. 2) provides primary Project Site access and is projected to operate at LOS F during the P.M. peak hour under the Future With Project Conditions. However, it should be noted that the subject intersection is also forecast to operate at LOS E during the P.M. peak hour under the Future Pre-Project Conditions. Therefore, the proposed Project contributes to the future forecast adverse operating conditions at the Robertson Boulevard/Alden Drive-Gracie Allen Drive intersection and is expected to result in a significant Project access impact based on application of the City's CEQA threshold criteria to the Future With Project scenario.

The Project is expected to create a significant impact at the Robertson Boulevard/Alden Drive-Gracie Allen Drive intersection based on the City's intersection threshold impact criteria during the P.M. peak hour shown with the addition of ambient growth, related projects traffic, and Project-related traffic. Mitigation is available to reduce the forecast intersection and Project access impacts to less than significant levels, as discussed below.

The Original EIR based the level of significance for project access on the elimination or replacement of access points (i.e., external and internal driveways). The Original EIR determined that with implementation of the Master Plan, several access points were being eliminated and replaced, specifically external driveways on San Vicente Boulevard and Third Street and internal driveways on George Burns Road and Sherbourne Drive. Under the Master Plan, the internal driveway on George Burns Road at the Project Site was to be replaced and an additional driveway was to be added. The Original EIR determined that the implementation of mitigation measures generally regarding free travel along private internal Campus streets for emergency, police and fire protection vehicles, as well as provision of safe pedestrian/auto junctures, would reduce access impacts to a less than significant level.

The proposed Project will not substantially differ in access modifications on the Project Site from those proposed under the Master Plan. Additionally, the Project will not affect other Campus access modifications that were proposed under the Master Plan and mitigated in the Original EIR. As similarly planned for the Master Plan development, the Project, as a component of the West Tower, will eliminate the existing driveway access point at the Project Site on George Burns Road and will replace an existing driveway access point at the Project Site on Gracie Allen Drive. Due to the fact that driveway access points were already planned for

modification on the Project Site and mitigated appropriately, the proposed Project will not result in a significant impact and will not substantially increase access impacts above those determined in the Original EIR.

Pedestrian Access and Environment

The pedestrian access and environment on the CSMC Campus includes a network of private internal streets, sidewalks, crosswalks, signage, ground-level entrances to all structures, public transit stops and elevated pedestrian bridge connections between most buildings. As intended under the CSMC Master Plan, all new buildings constructed on the Campus, including the 700,000 square feet of development considered under the Original EIR, as well as the currently proposed Project, are to be designed to provide appropriate access and include those necessary street and sidewalk improvements to comply with all Building Code and Municipal Code regulations. The proposed Project design will comply with all imposed regulations and will include improved and landscaped adjacent sidewalks on the Project Site with ground level access to both the West Tower and the attached parking structure. Handicap access will be provided in compliance with all Americans with Disabilities Act ("ADA") requirements. The Project will also include an elevated pedestrian bridge connection across George Burns Road between the West Tower and the existing North Tower building to the east. The two-story Existing Building on the Project Site does not currently have an elevated pedestrian bridge connection to any neighboring structure on the CSMC Campus, therefore, the proposed Project will improve access at the Campus by allowing easy movement between facilities. The Project will not affect existing pedestrian access on the Campus and no mitigation is required as the Project will, in fact, improve pedestrian access to a beneficial level.

The Wilshire Community Plan includes Urban Design guidelines that address the overall community design of the Project area. The design policies establish a minimum level of design required in private projects and recommendations for public space improvements. With regards to the pedestrian environment, the Urban Design guidelines suggest that the mass, the proportion the scale, the visual interest, the materials and the streetscape associated with the Project must foster an environment of pedestrian orientation. The Project must also preclude opportunities for criminal activity and graffiti. The proposed Project is anticipated to be consistent with the following policies, as suggested in the Urban Design guidelines:

- For building frontages, require the use of offset building masses, recessed pedestrian entries, articulations, and surface perforations, or porticoes. Also require transparent windows (non-reflective, non-tinted glass for maximum visibility from sidewalks into building interiors).

- Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows to afford pedestrian views into lobby space.

- Provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with neighborhood adjacent architectural themes.

- Locate surface and above grade parking areas to the rear of buildings, with access driveways on side streets, or from rear streets where project buildings cover the majority of block areas.

- Integrate landscaping within pedestrian-friendly plazas, green space, pocket parks, and other open space compliments.

The Project is anticipated to be consistent with all of these guidelines. Preliminary architectural plans for the West Tower indicate that it will contain a large proportion of glass windows at the entrance and ground floor, and throughout the exterior of the building. The entrance of the building will be recessed from the street with a continuous portico along the building frontage. The color, lighting and surface texture of the West Tower will be consistent with those currently existing at other CSMC Campus facilities and will visually remain similar to the character of the Campus. The parking structure adjoining the West Tower will be located to the rear of the building with an access driveway planned on Gracie Allen Drive. Landscaping will be implemented along adjacent variable width sidewalks as well as a rooftop plaza garden. Therefore, due to consistency with several Community Plan Urban Design guidelines regarding pedestrian orientation through building design, the Project is not anticipated to have a significant impact on the pedestrian environment of the CSMC Campus and will prove to be beneficial.

The Original EIR indicated that the preliminary plans for the Master Plan facilities would unify the visual character of the CSMC Campus through architecture and landscaping, similar to the proposed Project. Like the proposed Project, the Master Plan anticipated the demolition of the existing surface parking lot on the Project Site, thereby increasing pedestrian orientation by creating building street frontage. However, whereas the Master Plan proposed a building on the Project Site with a parking structure entrance on the ground floor, the proposed Project is consistent with the Community Plan in that it will provide for ground level display windows into the lobby of the West Tower. Therefore, the pedestrian orientation components of the Master Plan will not be affected or prevented by the Project and will, in fact, be enhanced.

(c) Parking

This section reviews the Project's parking requirements and planned CSMC Campus parking supply according to provisions in the Zone and Height District Change that were approved by the City of Los Angeles in 1993 pursuant to Ordinance No. 168,847. On-street parking located on the surrounding roadways in the Project area is also analyzed. It is anticipated that the Project will provide required parking for the Campus as determined by the City of Los Angeles prior to issuance of a building permit for the Project.

Parking requirements applicable to the CSMC Campus land use components include the following rates:

Administrative, Diagnostic, Imaging and Support Uses:

- 3.3 parking spaces per 1,000 square feet of floor area

Inpatient/ Hospital Uses:

- 2.5 parking spaces per hospital bed

Medical Suite Uses:

- 5.0 parking spaces per 1,000 square feet of floor area

The floor area utilized to determine the parking requirements and referenced in the Ordinance is consistent with Section 12.21 of the Los Angeles Municipal Code, which excludes building floor areas devoted to exterior walls, stairwells, shafts, rooms housing building operating equipment, etc.

It should be noted that the parking supply and requirements for CSMC and the adjacent Third Street Medical Office Towers are considered together by the City, even though the facilities are separately owned and operated. At the time the Medical Office Towers were approved, the City tied their parking requirements to the adjacent CSMC due to anticipated overlapping of parking demand expected to occur between the two facilities (e.g., a doctor on staff at CSMC also leases office space at the Medical Office Towers).

It must also be noted that construction is anticipated to begin on the Advanced Health Sciences Pavilion (at the southwest corner of San Vicente Boulevard and Gracie Allen Drive) in the first quarter of 2009, which will include a total of 547 parking spaces. This Project will also include demolition of 166 parking spaces to accommodate the building, resulting in a net increase in parking of 381 spaces. As the facility will be complete at the time of development of the proposed Project, these parking spaces are considered as existing parking supply on the Campus for the purposes of this Draft SEIR.

Existing CSMC Parking Supply and Requirements

The City of Los Angeles determines parking (required and supply) for a multi-building, institutional environment such as CSMC on a campus-wide basis, rather than on a building-by-building or lot-by-lot basis. The baseline for the existing City required parking and supply for the CSMC Campus was established by the City of Los Angeles in 1993 (per Ordinance No. 168,847). This included Zoning Case Nos. 21332 and 21940, which authorized the development of the Medical Office Towers on Third Street and its associated parking.

As presented in *Table 33: Existing CSMC Campus Parking Summary*, a total of 7,275 parking spaces are currently provided on the CSMC Campus (see note above regarding construction of the Advanced Health Science Pavilion) in accordance with the requirements of Ordinance No. 168,847. This total includes a total of 5,621 spaces in parking facilities controlled by CSMC and a total of 1,654 spaces in the two Medical Office Tower parking structures.

TABLE 33
EXISTING CSMC CAMPUS PARKING SUMMARY

REQUIRED PARKING		
ITEM NO.	**REQUIRED PARKING**	**NO. OF SPACES**
1	Zoning Case 21332 and 21940 (main hospital and 3rd Street MOTS)	3,964
2	Harvey Morse Conference Center (within the South Tower)	179
3	Existing Building at 8723 Alden Drive (including new elevator)	182
4	Comprehensive Cancer Center	81
5	Becker Building (within the North Tower)	22
6	Mark S. Taper Imaging Center	157
7	Davis Research Building Phase 1	456
8	Computer Center (within the Mental Health Center)	48
9	Emergency Room Expansion (within the North Tower)	78
10	Administration/Pediatric Walk-in entrance (within the North Tower)	1
11	Davis Research Building Phase 2	20
12	North Care Tower (180 bed replacement of 201 bed Schuman/Brown buildings)	0
13	Human Resources Trailers	5
14	Advanced Health Sciences Pavilion (396,000 SF): Medical Suites: 121,100 SF x 5.0 spaces/1,000 SF Other: 274,900 SF x 3.3 spaces/1,000 SF	 606 907
TOTAL REQUIRED PARKING		**6,706**
PARKING SUPPLY		
ITEM NO.	**PARKING FACILITY**	**NO. OF SPACES**
1	Parking Lot 1 (site of Research Building)	0
2	Existing Parking Lot (Existing Building lot)	217
3	Mental Health Center (after construction of Computer Center)	95
4	Employee Parking Structure (excluding public meters)	2,140
5	Within Main Hospital Structure (after construction of ER expansion, & Telecomm. remodel)	567
6	Within Service Yard	29
7	3rd St. MOT Parking Structures: 133 S. Sherbourne 8675 W. 3rd St.	 838 816
8	Parking Lot 9 (Cancer Center)	104
9	Parking Lot 7 (Taper)	0
10	Parking Structure 4 (3rd St and San Vicente)	1,922
11	Parking Structure 4 Expanded	547
TOTAL PARKING SUPPLY		**7,275**
PARKING SURPLUS/(DEFICIT)		**569**

Table 33: Existing CSMC Campus Parking Summary also indicates that a total of 6,639 parking spaces are currently required for the CSMC Campus (including the required spaces for the adjacent Medical Office Towers and the Advanced Health Sciences Pavilion).

Therefore, the existing CSMC parking supply of 7,275 spaces currently exceeds the City parking requirement of 6,706 spaces by a total of 569 parking spaces.

Future CSMC Parking Supply and Requirements

An analysis of future parking conditions was prepared for CSMC based on the build-out and occupancy of the proposed Project. Each land use component associated with the Project was assigned a parking requirement as determined by the City of Los Angeles under Ordinance No. 168,847. The demolition of existing parking supply to accommodate the Project was also taken into account. The final anticipated required parking count and parking supply for the CSMC Campus are discussed below.

The proposed Project will modify the existing parking supply on the CSMC Campus through removal of 217 parking spaces in the Existing Parking Lot and development of the new 700-space adjoining parking structure to be constructed as part of the Project. No other modifications to the CSMC parking supply are planned as part of the Project. As such, the Project will increase the parking supply at the CSMC Campus by an approximate net change of 483 spaces as detailed below:

Loss of parking spaces in Existing Parking Lot:	(217) Spaces
Addition of parking spaces in new structure:	700 Spaces
Net increase in CSMC parking supply:	483 Spaces

A summary of the future CSMC Campus parking supply is presented in *Table 34: Future CSMC Campus Parking Summary*, which shows that the parking supply for the CSMC Campus will increase from a existing parking supply of 7,275 spaces to a total of 7,758 spaces.

TABLE 34
FUTURE CSMC CAMPUS PARKING SUMMARY

REQUIRED PARKING		
ITEM NO.	**REQUIRED PARKING**	**NO. OF SPACES**
1	Zoning Case 21332 and 21940 (main hospital and 3rd Street MOTS)	3,964
2	Harvey Morse Conference Center (within the South Tower)	179
3	Existing Building at 8723 Alden Drive (including new elevator)	0 [1]
4	Comprehensive Cancer Center	81
5	Becker Building (within the North Tower)	22
6	Mark S. Taper Imaging Center	157
7	Davis Research Building Phase 1	456
8	Computer Center (within the Mental Health Center)	48
9	Emergency Room Expansion (within the North Tower)	78
10	Administration/Pediatric Walk-in entrance (within the North Tower)	1

TABLE 34 (CONTINUED)
FUTURE CSMC CAMPUS PARKING SUMMARY

ITEM NO.	REQUIRED PARKING	NO. OF SPACES
11	Davis Research Building Phase 2	20
12	North Care Tower (180 bed replacement of 201 bed Schuman/Brown buildings)	0
13	Human Resources Trailers	5
14	Advanced Health Sciences Pavilion (396,000 SF): Medical Suites: 121,100 SF x 5.0 spaces/1,000 SF Other: 274,900 SF x 3.3 spaces/1,000 SF	 606 907
15	Proposed Project: Inpatient Beds: 100 beds (200,000 SF) x 2.5 spaces/bed Medical Suites: 87,900 SF x 5.0 spaces/1,000 SF Other: 82,750 SF x 3.3 spaces/1,000 SF 8723 Alden Drive Medical Building Replacement (90,000 SF)	 250 440 273 182
TOTAL REQUIRED PARKING		**7,669**
PARKING SUPPLY		
ITEM NO.	**PARKING FACILITY**	**NO. OF SPACES**
1	Parking Lot 1 (site of Research Building)	0
2	Existing Parking Lot (Existing Building lot – removed for proposed project)	0[2]
3	Mental Health Center (after construction of Computer Center)	95
4	Employee Parking Structure (excluding public meters)	2,140
5	Within Main Hospital Structure (after construction of ER expansion, & Telecomm. remodel)	567
6	Within Service Yard	29
7	3rd St. MOT Parking Structures: 133 S. Sherbourne 8675 W. 3rd St.	 838 816
8	Parking Lot 9 (Cancer Center)	104
9	Parking Lot 7 (Taper)	0
10	Parking Structure 4 (3rd St and San Vicente)	1,922
11	Parking Structure 4 Expanded	547
12	New Parking Structure 2 (part of proposed project)	700
TOTAL PARKING SUPPLY		**7,758**
PARKING SURPLUS/(DEFICIT)		**89**

Notes:
[1] Assumes removal of the Existing Building at 8723 Alden Drive .
[2] Assumes removal of 217 spaces previously on the Existing Parking Lot at the Project Site.

The City parking requirement calculations for the proposed Project components are as follows:

Removal of Existing Building (90,000 SF): (182 spaces)

Inpatient Beds: 100 beds (200,000 SF) × 2.5 spaces/bed = 250 spaces

Medical Suites: 87,900 SF × 5.0 spaces/1,000 SF = 440 spaces

Other:	82,750 SF × 3.3 spaces/1,000 SF =	273 spaces
Replacement of Existing Building floor area (90,000 SF):		182 spaces
Total Required Parking		963 Spaces[28]

However, as discussed above, the parking for the proposed Project need not be located on the Project Site and is not analyzed as a separate entity; rather, the parking need only be located within the CSMC Campus and analyzed in combination with all other parking on the CSMC Campus. Based on the parking requirements for the planned development program, the future City parking requirement for the CSMC Campus will be 7,669 spaces. This is based on the existing City requirement of 6,706 spaces and the future Code requirement of 963 spaces for the planned development program (6,706 + 963 = 7,669 spaces).

Therefore, as presented in *Table 34: Future CSMC Campus Parking Summary*, the planned CSMC Campus parking supply of 7,758 spaces will exceed the City parking requirement of 7,669 spaces by a total of 89 spaces. However, it must be noted as reflected in *Table 33: Existing CSMC Campus Parking Summary* and *Table 34: Future CSMC Campus Parking Summary*, the Project will result in a reduction in the Campus-wide parking surplus by 480 parking spaces (from 569 surplus parking spaces to 89 surplus spaces).

With respect to the Master Plan, the Original EIR proposed a total CSMC Campus parking supply after development of the Master Plan of 7,053 parking spaces.[29] This total number of proposed spaces included the 3,200 parking spaces approved under the Master Plan, as well as all parking spaces existing before approval of the Master Plan. The proposed Project now proposes a total CSMC Campus parking supply after the amendment to the Master Plan of 7,758 parking spaces, which includes the additional 50 parking spaces in the adjacent parking structure that were not previously approved on the Project Site. Therefore, the Project will provide for an additional 705 parking spaces on the CSMC Campus above the parking supply proposed under the Master Plan, resulting in a benefit to CSMC facilities and no incremental parking impacts beyond those determined for the Master Plan in the Original EIR.

Future On-Street Parking

The proposed mitigation measures for the two significantly impacted study intersections (Int. No. 2 and Int. No. 6) will require the removal of up to 10 on-street parking spaces along the east side of Robertson Boulevard and the south side of Beverly Boulevard. Under the Master Plan development, the Original EIR anticipated removal of a total of between 55 and 64 parking spaces along various roadways in the Project area as recommended through mitigation measures. The loss of these parking spaces was determined to have a significant adverse effect for on-street

[28] As the replacement floor area associated with the proposed removal of the Existing Building will equal the current floor area, there is no net change to its parking requirement of 182 spaces.

[29] It should be noted that although 7,053 parking spaces were originally proposed for the CSMC Campus under the Master Plan, 222 extra spaces have since been built on the CSMC Campus, resulting in the current Campus parking supply of 7,275 parking spaces (including parking to be built as part of the Advanced Health Sciences Pavilion).

parking. The proposed removal of up to 10 on-street parking spaces on Robertson Boulevard and Beverly Boulevard may result in an adverse effect to surrounding commercial businesses whose patrons depend on the on-street parking. However, the adverse effects of the Project are not anticipated to be incrementally substantial beyond the impacts found for the Master Plan in the Original EIR

(d) Transit System

The Project trip generation, as shown in *Table 28: Project Traffic Generation*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the Project is forecast to generate demand for 6 transit trips (4 inbound and 2 outbound trips) during the weekday A.M. peak hour and 7 transit trips (3 inbound trips and 4 outbound trips) during the weekday P.M. peak hour. Over a 24-hour period, the Project is forecast to generate demand for 58 daily transit trips. The calculations are as follows:

A.M. Peak Hour = 113 × 1.4 × 0.035 = 6 Transit Trips
P.M. Peak Hour = 130 × 1.4 × 0.035 = 7 Transit Trips
Daily Trips = 1,181 × 1.4 × 0.035 = 58 Transit Trips

Approximately 11 bus transit lines and routes are provided adjacent to or in close proximity to the Project Site, with 10 of these transit lines and routes directly serving the Site. A total of three different bus transit providers provide service within the Project study area. These 11 transit lines provide service for an average (i.e., an average of the directional number of buses during the peak hours) of approximately 93 buses during the A.M. peak hour and roughly 94 buses during the P.M. peak hour. Thus, based on the above calculated peak hour transit trips, this would correspond to less than one additional Project-related transit rider per bus. Therefore, it is anticipated that the existing transit service in the Project area would adequately accommodate the Project generated transit trips.

The Original EIR found that development of the Project might disrupt bus service at Third Street and at the corner of Alden Drive and San Vicente Boulevard, but that after mitigation, any significant impacts associated with this disruption would be less than significant [Original EIR Findings, Section III.B.10(d)]. In comparison, the net incremental impact resulting from the proposed Project is not substantial and will not add substantial impact above the Master Plan development. Therefore, given the low number of generated transit trips per bus, no significant impacts on existing or future transit services in the Project area are expected to occur as a result of the Project.

(3) Consistency with Adopted Plans and Policies

As previously discussed, the Wilshire Community Plan is the primary guiding document for development in the Project area. The proposed Project will be consistent with a number of goals, objectives and policies relating to transportation set forth in the Community Plan, including:

- Objective No. 10-1: Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

- Policy No. 13-1.5: Identify and implement intersection improvements (channelization, turn lanes, signal modifications) on all Major Class II and Secondary Highways, and along some Collector Streets, throughout the Wilshire Community Plan Area.

- Policy No. 15-1.2: Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.

- Policy No. 16-1.1: Maintain a satisfactory Level of Service (LOS) above LOS "D" for Class II Major Highways, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Secondary Highways and Collector Streets.

A determination and discussion of consistency with the goals, objectives and policies of the Community Plan is provided below.

Objective No. 10-1 of Goal No. 10. This Objective encourages improved and additional bus service in the Community Plan area. Although the proposed Project does not take credit for improved or additional bus service in the Project area, the CSMC Campus, as a whole, has proposed to implement additional transit stops on the periphery of the Campus along the south side of Beverly Boulevard and the west side of San Vicente Boulevard. Additionally, pursuant to the Master Plan and Development Agreement, CSMC has agreed with the City to provide an easement on Campus property for a portal to a potential Metro Rail station at the southwest corner of San Vicente Boulevard and Beverly Boulevard provided that the easement does not adversely impact operation of the CSMC, as determined by CSMC. As the Project is located approximately 450 feet west of the Metro portal site, blocked by several interfering buildings, the Project is not anticipated to be impacted by or cause impact to the potential Metro station, should it be developed. However, any anticipated transit riders of the Project will have access to these proposed and potential transit services and are expected to utilize them accordingly.

Policy No. 13-1.5, Objective No. 13-1 of Goal No. 13. The Community Plan specifies the provision to "Identify and implement intersection improvements (channelization, turn lanes, signal modifications) on all Major Class II and Secondary Highways, and along some Collector Streets, throughout the Wilshire Community Plan Area." As discussed, the proposed Project will result in a significant impact at two study intersections that involve one Secondary Highway—Robertson Boulevard (Int. No. 2 with Alden Drive-Gracie Allen Drive) and one Major Highway Class II—Beverly Boulevard (Int. No. 6 with George Burns Road). However, traffic impacts at these two intersections may be mitigated to a less than significant level with measures that are consistent with Policy 13-1.5 of the Community Plan, including the addition of turn lanes and restriping to improve traffic flow and congestion (see Mitigation Program below). Therefore, the Project with mitigation measures will be consistent with the Community Plan goal to maintain a safe and efficient highway and street network. It must be noted that implementation of some of the mitigation measures for Intersection No. 6 may not be feasible as their implementation would require approval and cooperation with the City of West Hollywood. Therefore, the net impact of

the Project would remain significant and a Statement of Overriding Considerations would be required. However, impacts could still be reasonably mitigated in the future with cooperation of the City of West Hollywood.

Policy No. 15-1.2, Objective 15-1 of Goal No. 15. This Policy posits the development of "off-street parking resources, including parking structures and underground parking in accordance with design standards." As approved under the existing Master Plan and analyzed under the Original EIR, in conjunction with the proposed West Tower, the Project Site will contain a seven-level, 700-space, partially subterranean parking structure to serve the proposed Project and the CSMC Campus. The parking structure will be designed in accordance with all Building Code and Municipal Code regulations. Therefore, the Project will be consistent with the goals of the Community Plan relating to off-street parking.

Policy No. 16-1.1, Objective 16-1 of Goal No. 16. This Policy stipulates the need to maintain a satisfactory Level of Service above LOS D for Class II Major Highways, Secondary Highways, and Collector streets in the Community Plan area. As analyzed previously, in the year 2023 (the anticipated year of full occupancy of the West Tower), without development of the proposed Project and under forecast ambient growth only, several of the 22 study intersections will be operating at LOS E or LOS F. Including construction of Related Projects in the area, without the West Tower, several more intersections will be operating below LOS D. The proposed West Tower Project, with implementation of mitigation measures, at the intersections of Robertson Boulevard/Alden Drive-Gracie Allen Drive and George Burns Road/Beverly Boulevard, is anticipated to result in less than significant impact levels. Again as noted above, cooperation with and approval by the City of West Hollywood on the proposed mitigations at the George Burns Road/Beverly Boulevard intersection will be required, otherwise a significant impact will result. Therefore, with implementation of mitigation measures, the proposed Project would be consistent with the goals of the Community Plan relating to LOS.

In comparison to the analysis of the Master Plan in the Original EIR, the Master Plan did not have any negative impacts on the applicable adopted plans and policies, including the Wilshire Community Plan. No mitigation measures were required as a result. The entitlements and development associated with the proposed Project are not anticipated to result in impacts that are substantially beyond those determined in the Original EIR for the Master Plan. Therefore, the Project is not anticipated to be inconsistent with the applicable adopted plans and policies and no mitigation will be required to ensure conformance.

d. Cumulative Impacts

The analysis of cumulative impacts was completed concurrent with the Project impacts analysis(existing conditions plus ambient growth plus Related Projects development plus Project with mitigation measures) and is included in the discussion above. Further discussion of cumulative impacts for the Project are found in *Section IV.E: Cumulative Effects.*

In the Original EIR, the Master Plan was anticipated to result in a cumulative traffic impact of 206,400 vehicle trips per day. Of the 18 study intersections, 10 were found to result in a significant impact during the A.M. peak hour and 16 would result in a significant impact during

the P.M. peak hour. However, it was determined that the significant impacts during the A.M. peak hour could be mitigated to less than significant levels at all intersections. During the P.M. peak hour, the significant impacts could be mitigated to less than significant levels with the exception of the intersection at Sherbourne Drive and Third Street, for which a significant and unavoidable impact was found. The Original EIR also determined that a cumulative impact would result for Project parking, but not for Project access. Although parking and Project access impact levels are determined on a project-by-project basis (campus-wide basis in the case of the CSMC Campus) and not on a City-wide cumulative basis, due to the high level of development in the area, the subsequent high parking demand and the potential impacts caused by Related Projects, the parking was anticipated to result in a significant cumulative impact.

The proposed Project could result in cumulative significant impacts at two study intersections, but both could be mitigated to less than significant levels, thus eliminating contribution to a cumulative impact. The Project does not represent an incrementally substantial impact above those determined for the Master Plan. The proposed Project is also not anticipated to have significant impacts on either parking or Project access and thus will not substantially increase cumulative impacts beyond the Master Plan.

4. MITIGATION PROGRAM

a. Regulatory Requirements, Standard Conditions and Project Design Features

The following is a list of standard measures that will be required for the Project in accordance with City of Los Angeles Code requirements.

MM TRF-1: In accordance with Los Angeles Municipal Code ("LAMC") Section 91.70067, hauling of construction materials shall be restricted to a haul route approved by the City. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction.

b. 1993 Mitigation Measures (Carried Forward)

The following is a list of previous mitigation measures recommended by the Original EIR and by Ordinance No. 168,847, which were required for development of the 700,000 square feet of the Master Plan. Many of these measures have been implemented with development approved under the Master Plan or will be implemented prior to the issuance of a Certificate of Occupancy for the Advanced Health Sciences Pavilion (Related Project No. LA39A), which will begin construction in the first quarter of 2009. Many mitigation measures are followed by a statement indicating if the measure has been implemented or is being implemented as part of the Advanced Health Sciences Pavilion. Those without a status statement have been implemented with each new building developed at the CSMC Campus and will be required for the proposed Project as well.. Those mitigation measures labeled as "MM TRF-N/A" will not be required as part of the proposed Project and therefore will not be assigned a number.

(1) Traffic

MM TRF-2: The applicant shall submit site plans to the Department of Transportation (LADOT) and the Bureau of Engineering for approval prior to the issuance of any foundation permit. The site plans shall include highway easements, access locations, and adjacent street improvements.

MM TRF-3: Applicant shall prepare and submit a Transportation Demand Management ("TDM") plan to LADOT which will contain measures to achieve a 19 percent reduction in overall P.M. peak hour trips for the entire Cedars-Sinai Medical Center. This plan shall be submitted to and must be approved by LADOT prior to the issuance of any building permits. The TDM Plan shall include, but not be limited to, the following features: transportation allowance, provision of preferential parking for carpools/vanpools, additional financial incentives, purchase of bicycles and related equipment for employees, increased employee participation in Compressed Work Week schedules, expanded employee benefits, visitor transit incentives, and a Guaranteed Ride Home program for ridesharers. Prior to the issuance of any building permit, the applicant shall execute and record a covenant to the satisfaction of DOT guaranteeing implementation of the DOT approved TDM Plan.

Status: CSMC currently has a TDM program which will be amended to incorporate the employees associated with the West Tower. As such, this measure will be required for the proposed Project.

MM TRF-N/A: The applicant shall contribute to the design and installation of an Automated Traffic Surveillance and Control (ATSAC) system at the intersections of: Robertson Boulevard and Wilshire Boulevard; La Cienega Boulevard and Wilshire Boulevard; and Orlando Avenue and Third Street.

Status: The Applicant has made the contribution for the design and installation of ATSAC systems at these intersections; therefore, this measure will no longer be required for the proposed Project.

Improvement plans for the following intersections have been approved by the Cities of Los Angeles and Beverly Hills. Implementation of these improvements will be completed prior to issuance of a Certificate of Occupancy for the Advanced Health Sciences Pavilion. As such, several of these measures will not be required for the proposed Project.

MM TRF-N/A: San Vicente Boulevard and Melrose Avenue: The existing Melrose Avenue single lane eastbound approach should be restriped to provide a left turn lane, a through lane, and an optional through/right turn lane. This would require the removal of approximately 10 parking spaces on Melrose Avenue west of San Vicente Boulevard. An alternative mitigation proposal could be to provide two eastbound lanes on the approach to the San Vicente Boulevard intersection. This plan would result in the removal of only one parking space

on the south side of Melrose avenue east of San Vicente Boulevard. The implementation of the above mitigation requires improvements within the city of West Hollywood. As a result, concurrent approval from the city of West Hollywood is required.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: San Vicente Boulevard between Beverly Boulevard and Burton Way: Restripe San Vicente Boulevard for an additional north and southbound lane during the AM and PM peak traffic periods by posting peak hour parking restrictions (or full time parking prohibitions). A red curb may not be acceptable because of the loss of street parking. However all the lost parking spaces in the City of Los Angeles are adjacent to the developer's property. A total of four parking spaces will be lost in West Hollywood, while a total of 26 spaces will be lost in the City of Los Angeles. Traffic impacts will be fully mitigated at the intersections of San Vicente and Beverly Boulevard. However the intersections of San Vicente Boulevard at Third Street and the San Vicente Boulevard at Alden Drive require the additional application of 25 percent TDM to fully mitigate these intersections. The implementation of the above mitigation requires improvements within the City of West Hollywood. As a result, concurrent approval from the City of West Hollywood is required.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: Beverly Boulevard between San Vicente Boulevard and La Cienega Boulevard: Restripe Beverly Boulevard eastbound for an additional through lane which becomes an optional through/right-turn lane at La Cienega Boulevard. This requires no additional street width and is acceptable to LADOT if satisfactory arrangements are made to relocate the yellow and white curb zones on the south side of Beverly Boulevard adjacent to the Beverly Center (west of La Cienega Boulevard). However, the intersection of Beverly and San Vicente Boulevards is substantially within the City of West Hollywood so this striping would require their review. On the westbound Beverly Boulevard approach to La Cienega Boulevard, an exclusive 80-foot long right-turn-only lane will be provided by reducing sidewalk width from 15 to 10 feet and is also acceptable to LADOT. No curb parking space removal will be required in West Hollywood but four spaces on the south side of Beverly Boulevard will be lost in the City of Los Angeles as a result of the mitigation.

Status: This measure has been completed and will not be required for the proposed Project

MM TRF-N/A: Robertson Boulevard between Beverly Boulevard and Burton Way: Install northbound and southbound left-turn pockets on Robertson Boulevard at its intersection with Alden Drive, Third Street and Burton Way. However, the removal of one parking space on the east side of Robertson Boulevard north of Third Street and one space south of Third Street will be required. In addition, two parking spaces in Beverly Hills on the west side of Robertson Boulevard south of Burton Way will be lost. A three-foot roadway widening of the south side of Beverly Boulevard, west of Robertson Boulevard, will provide mitigation by installing an eastbound right-turn-only lane. The implementation of the above mitigation requires improvements within the cities of West Hollywood and Beverly Hills. As a result, concurrent approval from both cities is required.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: Third Street between Sherbourne Drive and La Cienega Boulevard: A westbound right-turn-only lane on Third Street at Sherbourne Drive will be implemented by means of a five-foot dedication, a two-foot sidewalk easement, and a 12-foot dedication and widening along the project site frontage. However this will only partially mitigate the projects significant impact even with the additional application of 25 percent TDM. At San Vicente Boulevard, eastbound Third Street will be striped to add a right-turn-only lane within the existing roadway by the installation of additional red curb. In addition, mitigation will be provided at the intersection of Third Street and La Cienega Boulevard within the existing right-of-way from Third Street to Blackburn Avenue to provide dual left-turn lanes for northbound and southbound La Cienega Boulevard. Three parking spaces on the south side of Third Street west of San Vicente Boulevard and seven parking spaces on the west side of Sherbourne Drive, north of Third Street, will be removed.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: San Vicente Boulevard and Wilshire Boulevard: Restripe San Vicente Boulevard with an additional exclusive left-turn lane on both approaches to provide double left-turn lanes. Although these modifications fall almost entirely within the boundaries of the City of Los Angeles, the City of Beverly Hills should also review the mitigation because the intersection is partly within their jurisdiction.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: La Cienega Boulevard and San Vicente Boulevard: Restripe eastbound San Vicente Boulevard to provide two lanes. Together with the two existing lanes

from Burton Way, this restriping will be sufficient to mitigate impacts at this intersection. South of the intersection, the four lanes would merge to three, at a point satisfactory to LADOT. Six parking spaces on the west side of San Vicente Boulevard north Burton Way would be lost during 7:00 AM to 7:00 PM, Monday through Friday.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: Cedars-Sinai Medical Center shall guarantee (by bond, cash or irrevocable letter of credit, subject to the approval of the City of West Hollywood) the necessary funding to enable the City of West Hollywood to design and install street improvements at the following intersections/street segments located within the City of West Hollywood:

(a) San Vicente Boulevard/Melrose Avenue
(b) San Vicente Boulevard/Beverly Boulevard
(c) Robertson Boulevard/Beverly Boulevard

In the event that any improvement described above is rejected by the City of West Hollywood, or is not approved prior to or concurrently with the approval of a building permit by the City of Los Angeles, then the project shall be deemed as having satisfied the condition. If the City of West Hollywood rejects the proposed street improvements, the City of Los Angeles Department of Transportation shall propose a substitute street improvement not to exceed the cost of the originally proposed improvement.

Status: This measure has been completed and will not be required for the proposed Project.

MM TRF-N/A: Cedars Sinai Medical Center shall guarantee (by bond, cash, or irrevocable letter of credit, subject to the approval of the City of Beverly Hills) the necessary funding to enable the City of Beverly Hills to install ATSAC or Quicnet equipment at the following intersections located within the City of Beverly Hills. The cost shall not exceed the current cost of $100,000 per intersection:

(a) Robertson Boulevard/Wilshire Boulevard
(b) La Cienega Boulevard/Wilshire Boulevard

The City of Beverly Hills Department of Transportation shall determine the electronic traffic surveillance system to be utilized at these two intersections.

In the event the improvement described above is rejected by the City of Beverly Hills, or is not approved prior to or concurrently with the approval of a building permit by the City of Los Angeles, then the project shall be deemed

as having satisfied the condition. In the event the City of Beverly Hills rejects the proposed street improvements, the City of Los Angeles Department of Transportation shall propose a substitute street improvement not to exceed the cost of the originally proposed improvement.

Status: This measure has been completed and will not be required for the proposed Project.

(3) Vehicular Access

MM TRF-4: Driveway plans shall be prepared for approval by the appropriate District Office of the Bureau of Engineering and the Department of Transportation.

MM TRF-5: Access for the handicapped shall be located in accordance with the requirements of the Handicapped Access Division of the Department of Building and Safety.

MM TRF-N/A: Applicant shall covenant and agree that all current public and private streets within the Cedars-Sinai Medical Center campus shall remain open to free travel of emergency vehicles, vehicles driven by the public, and for public use.

Status: The Applicant has filed the required Covenant and Agreement with the City. As such, this measure is not required as part of the proposed Project.

MM TRF-6: Adequate access to site for police shall be provided. A diagram of the site shall be sent to the Police Department for their review, and their recommendations and requirements shall be incorporated into the final design.

MM TRF-7: Adequate access to site for fire protection service vehicles and personnel shall be provided. A diagram of the site shall be sent to the Fire Department for their review. Emergency access and exit plans shall comply with the recommendation and requirements of the Fire Department.

MM TRF-8: The applicant should provide safe pedestrian/auto junctures to the satisfaction of the Department of Transportation and the Bureau of Engineering at key intersections, driveway locations, entry points, and within parking areas of the Medical Center.

MM TRF-9: Sheltered waiting areas shall be provided by the applicant at bus stops adjacent to the perimeter of the CSMC campus where no shelter currently exists.

Status: The Applicant is currently working with the Metro on the relocation of transit stops around the CSMC Campus (See Section II: Project Description and Figure 14: Transit Plan). As part of this relocation program, new bus

stops and shelters will be provided. The relocation program and the new bus shelters are anticipated to be implemented prior to occupancy of the new Advanced Health Sciences Pavilion (beginning construction in 2009).

MM TRF-10: Applicant shall coordinate with DOT to identify sidewalks and pedestrian access points for improvement of access from transit stops.

(4) Parking

MM TRF-11: Parking/driveway plan. A parking area and driveway plan shall be prepared for approval by the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.

MM TRF 12: The design of the on-site parking shall integrate safety features, such as, signs, lights, and striping pursuant to Section 12.21.A5 of the Municipal Code.

MM TRF-13: The Driveway and Parking Plan review for the project should be coordinated with the Citywide Planning Coordination Section.

MM TRF-14: Off-street parking should be provided for all construction-related employees generated by the proposed project. No employees or sub-contractors should be allowed to park on the surrounding residential streets for the duration of all construction activities.

MM TRF-15: Off-street parking shall be provided free of charge for all construction-related personnel and employees, including without limitation, independent contractors, consultants and agents, during the construction phases of the project.

(5) Public Transit

MM TRF-16: Coordinate temporary location for bus stops on Third Street and Alden Drive with SCRTD [now Metro] during project construction.

MM TRF-17: Maps of surrounding bus services should be posted at bus stops and other locations where people are likely to view the information, particularly near the Outpatient Diagnostic and Treatment Center (now known as the Advanced Health Sciences Pavilion), where over 75 percent of the daily new trips are assigned. Information shown should include the location of the closest bus stops, hours of operation, frequency of service, fares, and SCRTD [now Metro] telephone information numbers.

MM TRF-18: Sheltered waiting areas should be provided at major bus stops where no shelter currently exists.

MM TRF-19: The Medical Center shall coordinate with LADOT to identify sidewalks which should be widened within the campus to encourage pedestrian activity and improve access to transit stops.

MM TRF-20: Any planned retail sites such as pharmacies, newspaper stands, or food and beverage stands should be located adjacent to major bus stops in order to improve the convenience of using transit.

(6) Easements

MM TRF-21: Coordinate relocation of underground utility lines in the event of encroachment upon same by construction related to proposed project.

c. Recommended and Additional Mitigation Measures

The following is a list of Project-specific mitigation measures that are unique to the Project and are based upon the impacts of the proposed Project as defined in this Draft SEIR.

(1) Construction

MM TRF-22: The Project Applicant will prepare and implement an Interim Traffic Control Plan ("TCP") during construction.

MM TRF-23: Prior to obtaining a demolition and/or grading permit, the Project Applicant shall prepare a Construction Traffic Control Plan ("Construction TCP") for review and approval by the LADOT. The Construction TCP shall include the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. The Construction TCP will identify a designated off-site parking lot at which construction workers will be required to park.

(2) Long-Term Operational

MM TRF-24: Int. No. 2: Robertson Blvd./Alden Dr.-Gracie Allen Dr. Provide a right-turn-only lane at the northbound approach of Robertson Boulevard at the Alden Drive-Gracie Allen Drive intersection, as well as a right-turn-only lane at the westbound approach of Alden Drive-Gracie Allen Drive at the intersection. The resultant lane configurations at the northbound approach to the intersection will be one exclusive left-turn lane, one through lane and one right-turn-only lane. The resultant lane configurations at the westbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require restriping both the northbound and southbound approaches to the intersection; widening the westbound approach along the north side of Alden Drive-Gracie Allen Drive by 2.5 feet for a distance of approximately 100 feet (not including the

transition length back to the existing sidewalk width), thereby reducing sidewalk width from the existing 12.5 feet to 10 feet; as well as the removal of on-street parking along the eastside of Robertson Boulevard south of the intersection for a distance of approximately 130 feet (approximately 6 spaces). If implemented, the mitigation measure shall be executed in two phases. First, Alden Drive-Gracie Allen Drive shall be widened and restriped as proposed above. Second, a traffic warrant analysis shall be performed 2 years after full occupancy of the Project to determine the need for a right-turn-only lane at the northbound approach of Robertson Boulevard. If a right-turn-only lane is warranted, the lane shall be implemented as proposed above.

MM TRF-25: Int. No. 6: George Burns Rd./Beverly Blvd. Provide a right-turn-only lane at the eastbound approach of Beverly Boulevard at the George Burns Road intersection, as well as two lanes at the northbound approach of George Burns Road at the intersection. The resultant lane configurations at the eastbound approach to the intersection will be one two-way left-turn lane, two through lanes and one right-turn-only lane. The resultant lane configurations at the northbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require widening along the south side of Beverly Boulevard west of the intersection by approximately three feet and the removal of on-street parking for a distance of approximately 55 feet to accommodate the installation of the eastbound right-turn-only lane (approximately 4 spaces). The three-foot widening would also reduce the existing sidewalk width from 15 feet to 12 feet, which still exceeds the minimum 8 foot sidewalk for a Major Highway [30], for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width).

It must be noted that this intersection is located in the City of West Hollywood, therefore implementation of the recommended mitigation will require approval and cooperation with the City of West Hollywood.

d. Recommended Cumulative/Area-wide Mitigation

All potential cumulative impacts on transportation will be reduced to a less than significant level with incorporation of the Project mitigation measures identified above.

5. SIGNIFICANT PROJECT IMPACTS AFTER MITIGATION

The following paragraphs summarize the level of significance after the implementation of the recommended transportation mitigation measures for the subject study intersections.

[30] City of West Hollywood General Plan Section 5.0 Circulation, page 183.

- Int. No. 2: Robertson Blvd./Alden Dr.-Gracie Allen Dr.

  As indicated in *Table 26: Summary of Volume-To-Capacity Ratios and Levels of Service*, this measure is anticipated to reduce the potentially significant Project-related impact to less than significant levels. The improvement is expected to improve operations to 0.824 (LOS D) from 0.847 (LOS D) with the Project during the A.M. peak hour. The improvement is expected to improve operations to 0.918 (LOS E) from 1.010 (LOS F) with the Project during the P.M. peak hour.

While the recommended mitigation measure is feasible, it is noted that the Lead Agency (i.e., City of Los Angeles) may determine that the removal of on-street parking spaces shall not be permitted, and thus not allow implementation of the recommended mitigation measure. In this circumstance, a significant unmitigated impact would result for this intersection and a Statement of Overriding Considerations should be adopted.

The Original EIR found that development of the Master Plan Project and implementation of the mitigation measures would result in the loss of approximately 51 to 60 on-street parking spaces, a significant impact without feasible mitigation that is nonetheless acceptable compared with the benefits of the Project, as explained in the Statement of Overriding Considerations [See Original EIR Findings, Section III.D.5; see also Original EIR, Statement of Overriding Considerations, Section VII]

- Int. No. 6: George Burns Rd./Beverly Blvd.

  As indicated in *Table 26: Summary of Volume-To-Capacity Ratios and Levels of Service*, this measure is anticipated to reduce the potentially significant Project-related impact to less than significant levels. The improvement is expected to improve operations to 0.880 (LOS D) from 0.910 (LOS E) with the Project during the P.M. peak hour.

While the recommended mitigation measure is feasible, it is noted that this intersection is located within the City of West Hollywood and thus implementation of the recommended mitigation is beyond the control of the Lead Agency (i.e., City of Los Angeles). Should the City of West Hollywood not allow the implementation of this recommended mitigation measure, a significant unmitigated impact would result for this intersection and a Statement of Overriding Considerations should be adopted.

The Original EIR found that, with the effective implementation of the mitigation measures, significant Project-related traffic effects would be eliminated at all intersections at Master Plan build-out during the A.M. and P.M. peak hours. [See Original EIR Findings, Section III.B.11]