III. CORRECTIONS AND ADDITIONS TO THE DRAFT SEIR

The following corrections and additions are set forth to update the Cedars-Sinai Medical Center West Tower Project Draft Supplemental Environmental Impact Report (SEIR) in response to comments received through out the public review period, as well as other changes necessary to reflect accuracy of Project information. Changes to the Draft SEIR are listed by the corresponding Draft SEIR section/subsection and page number, as appropriate. An excerpt of the affected text has been included and corrections/additions to the Draft SEIR text are provided in underline or ~~strikeout~~ to indicate additions and deletions to the Draft SEIR, respectively.

A. SUMMARY

1. Page xxv, the text is modified as follows:

Construction Activity. During the construction phase, traffic would be generated by activities including construction equipment, crew vehicles, haul trucks and trucks delivering building materials. Hauling of debris would be restricted to a haul route approved by the City of Los Angeles. The City will approve specific haul routes for the transport of materials to and from the Project Site during demolition and construction. During this approval process, the Applicant shall coordinate with the Cities of West Hollywood or Beverly Hills, as appropriate, regarding the proposed haul route, if the route is proposed to utilize streets in either city.

2. Page xxvi, the text is modified as follows:

With traffic generated from ambient growth and Related Projects taken into consideration, the proposed 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

However, with implementation of mitigation measures, the impacts at the above two study intersections may be reduced to less than significant levels. It should be noted that Intersection No. 6 (which is located just north of the Project Site within the City of West Hollywood) must be implemented with approval and cooperation from the City of West Hollywood. If the City of West Hollywood does not approve the implementation of the mitigation measures, the impacts at Intersection No. 6 would remain significant and unavoidable.

3. Page xxviii, the text for MM TRF-1 is modified as follows:

MM TRF-1: In accordance with Los Angeles Municipal Code 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. During this approval process, the Applicant shall coordinate with the Cities of West

Hollywood or Beverly Hills, as appropriate, regarding the proposed haul route, if the route is proposed to utilize streets in either city.

4. Page xxx, the text for MM TRF-23 is modified as follows:

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. A flag person(s) shall be required at the construction site to monitor and assist the ingress and egress of trucks from the site and ensure compliance with the approved haul route. The location of the flag person(s) and warning signs shall be set forth in the TCP.

5. Page xxxiii, the text is modified as follows:

The proposed Project is not expected to generate growth in the area beyond the intensification of the Project Site. Development of the Project will result in an increase in short-term construction and long-term employment opportunities. However, it is not expected that any significant number of employees will move to the area specifically because of the Project. Further, no additional infrastructure would be constructed that could generate additional population growth in the Project area.

The Original EIR (pages 104-114) identified a total of 1,206,490 jobs and 908,742 housing units within a 30-minute commute radius of the Project Site and indicated that this would be considered a relatively balanced relationship between jobs and housing and, thus, impacts would not be anticipated for a project that is not considered regionally significant. CEQA Guidelines Section 15206, which establishes criteria for identifying potential regionally significant projects, indicates that projects with less than 500,000 new square feet of commercial use or employment of fewer than 1,000 new employees are not considered regionally significant. As discussed in *Section VI.A: Effects Not Found to Be Significant* of the Draft SEIR, population, housing and employment issues for the Project were determined to be less than significant and changes to local and regional population due to the Project would not affect housing and employment significantly from those conditions that were previously identified and evaluated in the Original EIR.

Surrounding land uses and businesses may experience secondary effects through stimulated economic activity and growth due to an increased need for commercial support services in the general vicinity of the Project Site due to the incremental increase in the number of employees and patrons at the CSMC Campus. Although the proposed Project would directly provide employment growth at the Project Site, and indirectly stimulate economic growth in the surrounding area, such growth is not outside the scope of what has been anticipated and planned for in the Wilshire Community Plan area. Further, in conducting a "First-cut Screening" analysis

of the Project, utilizing criteria set forth by Caltrans relating to accessibility, Project type, Project location, growth pressure, and geography, it has been determined that the Project is unlikely to cause direct or indirect growth-related impacts.[7] Therefore, no significant growth inducing impacts are anticipated.

[7] California Department of Transportation, *Guidance for Preparers of Growth-related, Indirect Impact Analyses*, May 2006.

III. CORRECTIONS AND ADDITIONS TO THE DRAFT SEIR

B. PROJECT DESCRIPTION

1. Page 35, the text is modified as follows:

Transit access is readily available through the Metropolitan Transit Authority (the "Metro") bus service stops along adjacent roadways. CSMC has also prepared and executed a Covenant and Agreement with the City and Metro agreeing to provide an easement within the CSMC Campus for a portal to a Metro Rail station at the southwest corner of San Vicente Boulevard and Beverly Boulevard, provided that the easement does not adversely impact the operation of CSMC. No changes to the existing public transit routes are required due to the Project; however, the Applicant proposes to coordinate with Metro and local transit providers to facilitate route adjustments that promote ridership and improve pedestrian and access safety within and around the CSMC Campus. *Figure 14: Transit Plan* shows the existing and ~~proposed~~ the Applicant's recommended future transit stops that serve the CSMC Campus.

III. CORRECTIONS AND ADDITIONS TO THE DRAFT SEIR

C. TRANSPORTATION AND CIRCULATION

1. Page 160, the text is modified as follows:

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, and were approved by LADOT in the Memorandum of Understanding ("MOU") dated February 11, 2008 (see *Appendix F: Memorandum of Understanding and LADOT Approval* to the Traffic Impact Study), in order to determine potential impacts related to the proposed Project:

2. Page 174, at the bottom of the page insert the following text as follows:

(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. and P.M. weekday peak periods.

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

CMP State Designation	Intersection
Int. No. 5	Santa Monica Boulevard/Wilshire Boulevard
Int. No. 6	Wilshire Boulevard/La Cienega Boulevard (Study Int. No. 21)
Int. No. 160	Santa Monica Boulevard/Doheny Drive
Int. No. 161	Santa Monica Boulevard/La Cienega Boulevard

3. Page 181, the text is modified as follows:

(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 Cities of West Hollywood and Beverly Hills may utilize additional criteria to establish significance. For example, the City of West Hollywood finds Levels of Service E and F when the Final *V/C* is 0.901 or greater and the Project-related *V/C* increase is equal to or greater than 0.020. It should be noted, however, that the levels of significance and mitigation measures remain the same regardless of the method of measurement.

4. Page 182, the text is modified as follows:

(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 an ultimate capacity to carry ~~at least 14~~ 20 cubic yards of material per truck would be used during the export period. The 20-cubic-yard trucks are permitted for use in the City of Los Angeles. Due to air pockets and other inefficiencies created during the transfer of material to the trucks, it has been conservatively assumed that the trucks would actually carry an average of at least 14 cubic yards per truck. 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 truck trips (five inbound trips and five outbound trips) would occur during the weekday A.M. peak hour and P.M. peak hour.

5. Page 212, the text is modified as follows:

The Future With Project traffic volumes at the study intersections during the A.M. and P.M. peak hours are presented in *Figure 46-A: Future With Project Traffic Volumes for A.M. Peak Hour* and *Figure 46-B: Future With 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.

6. Page 214, Insert *Figure 46-A: Future with Project Traffic Volumes for A.M. Peak Hour* and *Figure 46-B: Future with Project Traffic Volumes for P.M. Peak Hour* after page 214 as pages 214-A and 214-B.

FIGURE 46-A
FUTURE WITH PROJECT TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

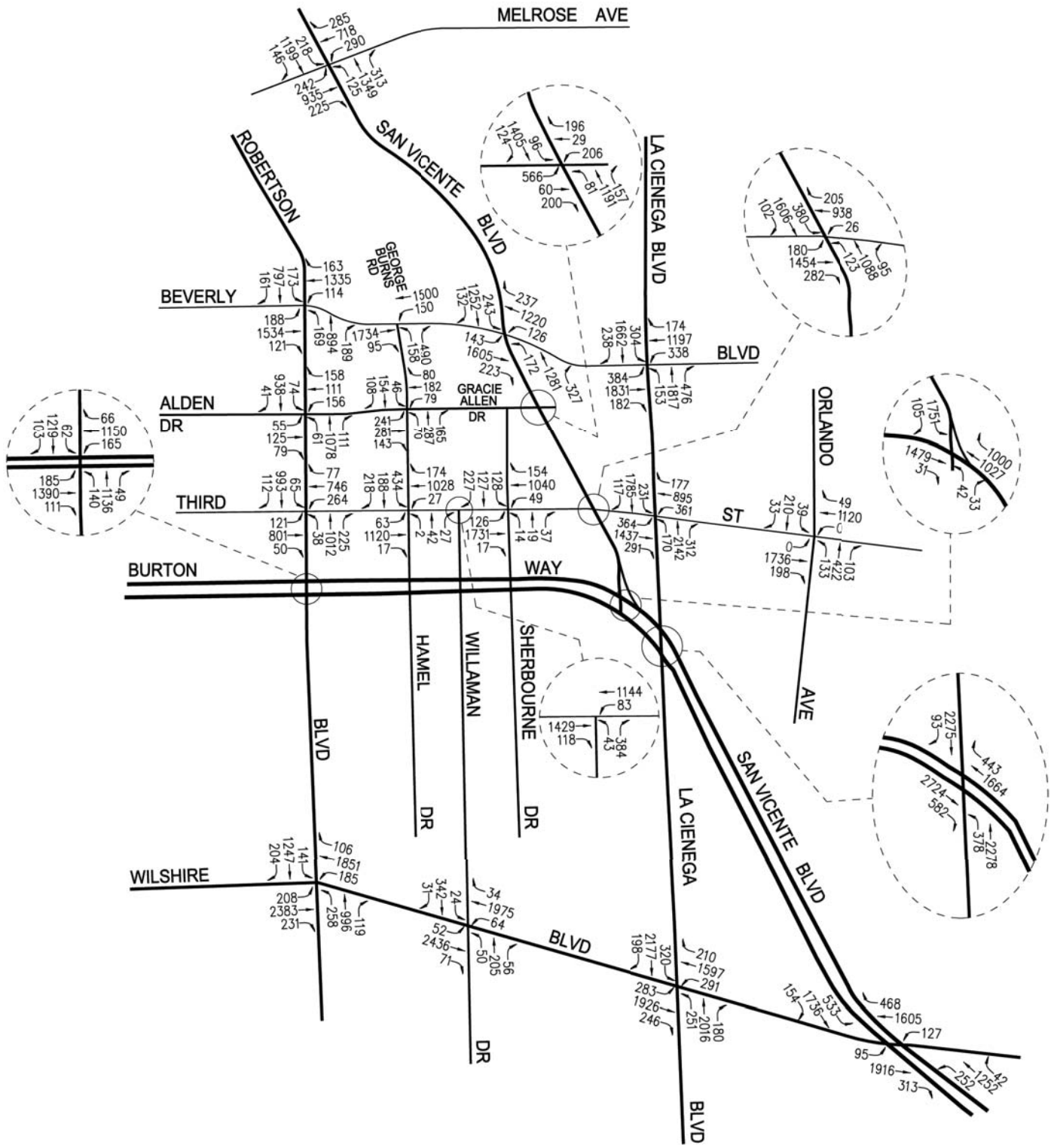

FIGURE 46-B
FUTURE WITH PROJECT TRAFFIC VOLUMES FOR P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

7. Page 228, the Medical Office Towers were authorized by Zoning Case No. 21332. A copy of this case has been added and is attached as *Appendix H: Zoning Administrator Case* 21332 to this Final SEIR for informational purposes. To reflect this addition, the second to last paragraph on page 228 of the Draft SEIR should be modified as follows:

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 (see *Appendix H: Zoning Administrator Case 21332* of this Final SEIR) and 21940, which authorized the development of the Medical Office Towers on Third Street and its associated parking.

8. Page 236, the text for MM TRF-1 is modified as follows:

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. During this approval process, the Applicant shall coordinate with the Cities of West Hollywood or Beverly Hills, as appropriate, regarding the proposed haul route, if the route is proposed to utilize streets in either city.

9. Page 243, the text for MM TRF-23 is modified as follows:

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. A flag person(s) shall be required at the construction site to monitor and assist the ingress and egress of trucks from the site and ensure compliance with the approved haul route. The location of the flag person(s) and warning signs shall be set forth in the TCP.

III. CORRECTIONS AND ADDITIONS TO THE DRAFT SEIR

D. EFFECTS NOT FOUND TO BE SIGNIFICANT

1. Pages 311 and 312, is modified as follows:

Groundwater - Potable water is currently supplied to the Project Site by the Los Angeles Department of Water and Power (the "LADWP"). Groundwater levels in the Project Site area range from approximately seven to 20 feet below grade. The Project Site is currently developed with no permeable area. Similar to buildings, which typically consist of either 1) minimizing structure that extends into water table or 2) increased waterproofing of those portions that extend into the water table.

The Project will be designed in a manner similar to buildings in the Project vicinity (which typically consists of minimizing subterranean elements that extend into the water table and waterproofing those subterranean elements that do extend into the water table), which minimizes the need for dewatering; hence, large volumes of pumped/drained water are not anticipated. The Project Site is in a confined aquifer referred to as the Hollywood Basin, which is bounded by the Santa Monica Mountains and the Hollywood Fault on the north, the Elysian Hills on the east, the Newport-Inglewood Uplift on the west, and the La Brea High (a subsurface geologic structure roughly following Third Street) on the south.[2.a] The Newport-Inglewood Uplift and the La Brea High act as barriers restricting, but not preventing, the flow of groundwater out of the Basin. Limited production and groundwater pumping has occurred in the Basin over the past 20 years.[2.b] Data from the Los Angeles County Department of Public Works on the historical groundwater levels in the Hollywood Basin suggests that since the reduction of large-scale extractions of water from the Basin by overlying municipalities, the inflows and outflows in the Basin are now generally balanced.[2.c] As a result, there is limited effect from natural recharge and annual variations in ground water levels are only a few feet.

Since the local aquifer is under pressure, it appears that sufficient hydrostatic pressure is available to offset the loss of any waters removed through dewatering. Conversely, and as addressed in Response 23.1 of the Original Final EIR (page F-113), the construction of buildings does not have any "damming" effect on groundwater tables. The storm drain system and its capacity are not dependent on or affected by groundwater levels. Because the groundwater in the Project area is in a confined aquifer, the construction of engineered building systems that effectively function as a barrier to groundwater cause the pressurized waters encountering these subterranean structures to flow around the structure(s). The water is not "dammed" behind the structure and, therefore, does not cause the groundwaters to pool and elevate the water table levels.

[2.a] Metropolitan Water District, *Chapter IV –Groundwater Basin Reports, Los Angeles County Coastal Plain Basins –Hollywood Basin*, September 2007.
[2.b] Ibid.
[2.c] Ibid.

Drainage and subterranean flooding issues experienced by some developments in the surrounding areas are likely due to construction designs that did not adequately account for the existing natural groundwater conditions and/or were designed before the underlying conditions were fully understood.

Using *Thresholds Guide* screening criteria it was determined that the Project would not include groundwater extraction for potable water supply purposes. As a result and because the Project would not change the permeable area from existing conditions, the Project is not anticipated to change the volume of groundwater in the local area. Due to the shallow depth to groundwater, dewatering may be involved during excavation activities. Basement walls and floor slabs of the proposed subterranean structures would be either waterproofed and designed to withstand the potential hydrostatic pressure imposed on the structures by groundwater, or would utilize a continuous dewatering or subdrainage system. Such systems would be constructed following recommendations made by a licensed engineer prepared specifically for the subterranean structures. If permanent dewatering is utilized, it will require periodic water quality monitoring and potential filtration as required by State and Federal regulations. It was further determined that the Project would not reduce any permeable area.

Therefore, the Project is not anticipated to result in significant impacts associated with ground water levels and would not require further evaluation.

2. Pages 324 and 325, is modified as follows:

Sanitary Sewer (Wastewater)

- The applicant must comply with the provisions of ordinances regarding sewer capacity allotment in the City of Los Angeles. In addition, the applicant must comply with Ordinance No. 166,080 which restricts water consumption and which will concurrently reduce sewage flows.
- Measures cited in Section IV.Q.4, Water, [of the Original EIR], which restricts water consumption should be implemented to reduce sewage flows.

Since the time of certification of the Original EIR and adoption of the mitigation measures through the Development Agreement, available water supply and achievement of water conservation continue to be of environmental concern. Legislation enacted since the approval of the Master Plan requires water agencies to prepare and adopt water management plans. The City of Los Angeles Department of Water and Power's ("LADWP") Urban Water Management Plan ("UWMP"), last adopted in 2005, recognizes and accounts for periods of dry conditions and calls for increased water conservation continually through year 2030 to off-set periods of diminished water capacity. LADWP is in the process of adopting updated Water Conservation Devices and Measure for New Development in the City of Los Angeles. These requirements were incorporated into the City's proposed Green Building Ordinance adopted in April 2008, and would therefore become a standard condition requirements for all new development, including the Project. In the interim, the LADWP requests that the proposed water measures be required and incorporated for all discretionary projects under review by Los Angeles Department of City

Planning.[4] Many of these water conservation devices and measures are already addressed through the adopted mitigation measures per the Original EIR. Compliance with this City requirement would further reduce the impacts of the Project.

Wastewater from the Project Site is currently treated at the Hyperion Treatment Plant (the "HTP"). The HTP treats wastewater from almost all of the City of Los Angeles, as well as from the Cities of Beverly Hills, Glendale, Culver City, El Segundo, Burbank, San Fernando, Santa Monica, and portions of Los Angeles County and 29 contract agencies.

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line in W. Beverly Boulevard, which flows into a 15-inch and then an 18-inch line in Beverly Place. This line continues to a 21-inch line in La Cienega Boulevard. Sewage travels southerly on S. San Vicente Boulevard into a 33-inch line in Schumacher Drive before discharging into a 42-inch line in S. La Cienega Boulevard. Based on recent gauging data obtained by the Los Angeles Bureau of Sanitation,[5] the current flow level (d/D) in the 15-inch line is approximately 45% full and, because it is a terminal line, the 8-inch line is assumed to have sufficient capacity.

Using *Thresholds Guide* screening criteria for it was determined that: the Project would not produce wastewater flows in a Sewer Capacity Threshold Area; the Project would produce an increase of more than 4,000 gallons per day; and the Project would not include a change in the land use limitations, which would allow greater average daily flows.

The Project would result in a net increase of ~~50,000~~ approximately 96,699 gallons[5] per day over the CSMC Master Plan. The established zoning of [T][Q]C2-2D-O supports the use and density of the Project. The applicant must comply with the provisions of ordinances regarding sewer capacity allotment in the City of Los Angles. The mitigation measures pertaining to water usage would also reduce sewage flows. A final approval for sewer capacity and connection permit will be sought at the time building permits are obtained, consistent with standard City practice. Extensions and/or secondary local lines will be established, as necessary, to accommodate Project capacity requirements.

Implementation of standard conditions of approval and the Original EIR's mitigation measures, as well as the collection of service fees/taxes associated with the Project, would reduce the Project's water and wastewater impacts to a less than significant level, and no further evaluation is required.

[4] Letter to Gail Goldberg, Director of Planning, City Planning Department from H. David Nahai, Chief Executive Officer and General Manager, Los Angeles Department of Water and Power, dated March 6, 2008.

[5] Los Angeles Department of Public Works, Bureau of Sanitation. 2008 (October 16). Memo re: Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR. Memo to Adam Villani, Environmental Review Coordinator, Department of City Planning from Brent Lorscheider, Acting Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation. ~~Based on 250 gallons per 1,000 square feet. Source: Bureau of Sanitation. Sewer Facilities Charge, Sewage Generation Factors for Residential and Commercial Categories. Effective June 6, 1996~~.

III. CORRECTIONS AND ADDITIONS TO THE DRAFT SEIR

E. APPENDICES

1. Appendix E: Traffic Impact Study, textual changes

Although *Section IV.D: Transportation and Circulation* of the Draft SEIR was correct and reflected the data and findings of the final Traffic Impact Study, the incorrect version of the Traffic Impact Study was included in the Appendices to the Draft SEIR as a result of a printing error. However, since the Draft SEIR included all relevant information, no new significant information has been added to this Final SEIR, and no changes to the conclusions contained in the Final SEIR are required. For consistency purposes, textual changes to *Appendix E: Traffic Impact Study* have been implemented and are shown in the list below. These textual changes shall replace the text in *Appendix E: Traffic Impact Study* of the Draft SEIR. The following textual changes have been implemented into the Traffic Impact Study:

- Section 2.0 Project Description, Page 4, fourth paragraph – Change "187,560 square feet" to "170,650 square feet"

- Section 2.3 Proposed Project Description, Page 5, first full paragraph – Change "477,650 square feet" to "460,650 square feet" and change "187,650 square feet" to "170,650 square feet"

- Section 2.3 Proposed Project Description, Page 5, footnote no. 5 – Change "379,000 square feet" to "396,000 square feet" and change "(i.e., 187,650 square feet)" to "(i.e., 170,650 square feet)"

- Section 6.1 Project Traffic Generation, Page 25, bullet no. 3 – Change "187,650 square feet" to "170,650 square feet"

- Section 6.1 Project Traffic Generation, Page 26, first paragraph – Change "187,650 square feet" to "170,650 square feet"

- Section 7.1.2 CSMC Build-out of Current Development Agreement, Page 51, first paragraph – Change "379,000 square feet" to "396,000 square feet" and change "(i.e., 187,650 square feet)" to "(i.e., 170,650 square feet)"

- Section 9.3 Future Pre-Project Conditions, Page 58, first full paragraph – Change "seven of the 22 study intersections" to "five of the study intersections" and change "15 study intersections" to "17 study intersections"

- Section 9.3 Future Pre-Project Conditions, Page 58 – Change the following:
  -Int. No. 1: AM Peak Hour from 1.312 to 1.316 and PM Peak Hour from 1.217 to 1.232
  -Int. No. 2: PM Peak Hour from 0.981 to 1.034 and LOS E to LOS F

-Int. No. 3: AM Peak Hour from 1.168 to 1.182 and PM Peak Hour from 1.216 to 1.223
-Int. No. 4: AM Peak Hour from 1.258 to 1.262 and PM Peak Hour from 1.268 to 1.287
-Int. No. 5: AM Peak Hour from 1.394 to 1.397 and PM Peak Hour from PM Peak Hour from 1.474 to 1.481
-Add "Int. No. 6: George Burns Rd./Beverly Blvd., PM Peak Hour: *v/c*=0.929, LOS E"

- Section 9.3 Future Pre-Project Conditions, Page 61 – Change the following:
  -Int. No. 12: AM Peak Hour from 1.119 to 1.120 and PM Peak Hour from 1.226 to 1.233
  -Int. No. 13: AM Peak Hour from 1.041 to 1.050 and PM Peak Hour from 1.081 to 1.100
  -Int. No. 15: AM Peak Hour from 1.107 to 1.119
  -Add "Int. No. 16: San Vicente Blvd-LeDoux Rd./Burton Way, PM Peak Hour: *v/c*=0.901, LOS E"
  -Int. No. 17: AM Peak Hour from 1.054 to 1.060 and PM Peak Hour from 1.003 to 1.010
  -Int. No. 18: AM Peak Hour from 1.198 to 1.192 and PM Peak Hour from 1.573 to 1.580
  -Int. No. 19: AM Peak Hour from 1.208 to 1.216 and PM Peak Hour from 1.364 to 1.369
  -Int. No. 20: AM Peak Hour from 1.226 to 1.231 and PM Peak Hour from 1.178 to 1.192
  -Int. No. 21: AM Peak Hour from 1.446 to 1.450 and PM Peak Hour from 1.495 to 1.501
  -Int. No. 22: AM Peak Hour from 0.955 to 0.958 and PM Peak Hour from 1.003 to 1.007

- Section 9.4 Future With Project Conditions, Page 64 – Change the following:
  -Int. No. 2: AM Peak Hour from 0.847 to 0.872 and from 0.825 to 0.850
  -Int. No. 2: PM Peak Hour from 1.010 to 1.063 and from "0.981 (LOS E)" to "1.034 (LOS F)"
  -Int. No. 6: PM Peak Hour from 0.910 to 0.951 and from "0.888 (LOS D)" to "0.929 (LOS E)"

- Section 9.4.1 Future With Project Access, Page 67, first paragraph – Change both references to "LOS E" to "LOS F"

- Section 10.1 Recommended Mitigation Measures, Page 68, last paragraph – Change from 0.824 to 0.827; change from 0.847 to 0.872; change from 0.918 to 0.948; and change from 1.010 to 1.063

- Section 10.1 Recommended Mitigation Measures, Page 69, second paragraph – Change from "0.880 (LOS D)" to "0.918 (LOS E)" and from 0.910 to 0.951.

- Section 12.1.2 City of Los Angeles Existing Required Parking, Page 73, third paragraph – Change "6,639 parking spaces" to "6,706 parking spaces"

- Section 12.1.3 Existing Supply-Required Parking Summary, Page 73, fourth paragraph – Change "6,639 spaces" to "6,706 spaces"; change from "6,369 spaces" to "6,706 spaces"; and change from "637 spaces" to "570 spaces"

- Section 12.2 CSMC Future Parking Analysis, Page 75, bullet no. 3 at the top of the page– Change "187,650 square feet" to "170,650 square feet"

- Section 12.2.2 City of Los Angeles Future Required Parking, Page 75 – Change the following:
  -Medical Suites: from "94,200 SF" to "87,900 SF" and from "471 spaces" to "440 spaces"
  -Other: from "93,450 SF" to "82,750 SF" and from "309 spaces" to "273 spaces"
  -Total Required Parking: from "1,030 Spaces" to "963 Spaces"

- Section 12.2.2 City of Los Angeles Future Required Parking, Page 77 – Change all references from 6,639 spaces to 6,706 spaces and change all references from 1,030 spaces to 963 spaces.

- Section 12.2.3 Future Supply-Required Parking Summary, Page 77 – Change all references from 7,759 spaces to 7,758 spaces and change "a total of 93 spaces." to "a total of 89 spaces."

2. Appendix E: Traffic Impact Study, table and figure replacements

The following tables shall be modified in the Traffic Impact Study:

- In *Table 7-2: Related Projects Trip Generation*, for line items "LA39A" and "LA39B", replace with the following:

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

- Replace *Table 8-2: Summary of Volume to Capacity Ratios and Levels of Service, AM and PM Peak Hours* with attached Table 8-2

- In *Table 12-1: Existing CSMC Campus Parking Summary*, for line items 14 and "Total Required Parking" of REQUIRED PARKING; for line items 8 and "Total Parking Supply" of PARKING SUPPLY; and for line item "PARKING SURPLUS/(DEFICIT)", replace with the following:

REQUIRED PARKING

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

8	Parking Lot 9 (Cancer Center)	104
Total Parking Supply		**7,275**

PARKING SURPLUS/(DEFICIT)

PARKING SURPLUS/(DEFICIT)	**569**

- In *Table 12-2: Future CSMC Campus Parking Summary*, for line items 14 and 15 of REQUIRED PARKING; for line items 8 and "Total Parking Supply" of PARKING SUPPLY; and for line item "PARKING SURPLUS/(DEFICIT)", replace with the following:

REQUIRED PARKING

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

PARKING SUPPLY

8	Parking Lot 9 (Cancer Center)	104
Total Parking Supply		**7,758**

PARKING SURPLUS/(DEFICIT)

PARKING SURPLUS/(DEFICIT)	**89**

The following figures shall be modified:

- Replace *Figure 7-2: Related Projects Traffic Volumes, AM Peak Hour* with attached Figure 7-2

- Replace *Figure 7-3: Related Projects Traffic Volumes, PM Peak Hour* with attached Figure 7-3

- Replace *Figure 9-3: Future Pre-Project Traffic Volumes, AM Peak Hour* with attached Figure 9-3

- Replace *Figure 9-4: Future Pre-Project Traffic Volumes, PM Peak Hour* with attached Figure 9-4

- Replace *Figure 9-5: Future With Project Traffic Volumes, AM Peak Hour* with attached Figure 9-5

- Replace *Figure 9-6: Future With Project Traffic Volumes, PM Peak Hour* with attached Figure 9-6

Table 8-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

23-Jun-2008

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2023 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
1	Robertson Boulevard/	AM	0.914	E	1.031	F	1.316	F	1.320	F	0.004	NO	1.320	F	0.004	---	1.320	F	0.000	---
	Beverly Boulevard	PM	0.740	C	0.832	D	1.232	F	1.239	F	0.007	NO	1.239	F	0.007	---	1.239	F	0.000	---
2	Robertson Boulevard/	AM	0.481	A	0.534	A	0.850	D	0.872	D	0.022	YES	0.827	D	-0.023	YES	0.827	D	-0.045	YES
	Alden Drive-Gracie Allen Drive	PM	0.572	A	0.639	B	1.034	F	1.063	F	0.029	YES	0.946	E	-0.088	YES	0.946	E	-0.117	YES
3	Robertson Boulevard/	AM	0.701	C	0.787	C	1.182	F	1.191	F	0.009	NO	1.191	F	0.009	---	1.191	F	0.000	---
	Third Street	PM	0.659	B	0.739	C	1.223	F	1.227	F	0.004	NO	1.227	F	0.004	---	1.227	F	0.000	---
4	Robertson Boulevard/	AM	0.824	D	0.928	E	1.262	F	1.266	F	0.004	NO	1.266	F	0.004	---	1.266	F	0.000	---
	Burton Way	PM	0.872	D	0.983	E	1.287	F	1.295	F	0.008	NO	1.295	F	0.008	---	1.295	F	0.000	---
5	Robertson Boulevard/	AM	0.957	E	1.101	F	1.397	F	1.400	F	0.003	NO	1.400	F	0.003	---	1.400	F	0.000	---
	Wilshire Boulevard	PM	0.990	E	1.138	F	1.481	F	1.484	F	0.003	NO	1.484	F	0.003	---	1.484	F	0.000	---
6	George Burns Road/	AM	0.523	A	0.582	A	0.695	B	0.715	C	0.020	NO	0.646	B	-0.049	---	0.646	B	-0.069	---
	Beverly Boulevard	PM	0.656	B	0.735	C	0.929	E	0.951	E	0.022	YES	0.918	E	-0.011	YES	0.918	E	-0.033	YES
7	George Burns Road/	AM	0.455	A	0.523	A	0.675	B	0.714	C	0.039	NO	0.714	C	0.039	---	0.714	C	0.000	---
	Gracie Allen Drive	PM	0.534	A	0.614	B	0.752	C	0.783	C	0.031	NO	0.783	C	0.031	---	0.783	C	0.000	---
8	George Burns Road-Hamel Road/	AM	0.635	B	0.710	C	0.841	D	0.853	D	0.012	NO	0.853	D	0.012	---	0.853	D	0.000	---
	Third Street	PM	0.436	A	0.482	A	0.661	B	0.678	B	0.017	NO	0.678	B	0.017	---	0.678	B	0.000	---
9	Willaman Drive/	AM	0.416	A	0.459	A	0.580	A	0.587	A	0.007	NO	0.587	A	0.007	---	0.587	A	0.000	---
	Third Street	PM	0.484	A	0.537	A	0.693	B	0.699	B	0.006	NO	0.699	B	0.006	---	0.699	B	0.000	---
10	Willaman Drive/	AM	0.713	C	0.820	D	0.941	E	0.941	E	0.000	NO	0.941	E	0.000	---	0.941	E	0.000	---
	Wilshire Boulevard	PM	0.668	B	0.768	C	0.898	D	0.898	D	0.000	NO	0.898	D	0.000	---	0.898	D	0.000	---

Table 8-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

23-Jun-2008

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2023 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
11	Sherbourne Drive/	AM	0.469	A	0.520	A	0.698	B	0.704	B	0.006	NO	0.704	C	0.006	---	0.704	C	0.000	---
	Third Street	PM	0.442	A	0.489	A	0.640	B	0.647	B	0.007	NO	0.647	B	0.007	---	0.647	B	0.000	---
12	San Vicente Boulevard/	AM	0.814	D	0.937	E	1.120	F	1.121	F	0.001	NO	1.121	F	0.001	---	1.121	F	0.000	---
	Melrose Avenue	PM	0.772	C	0.888	D	1.233	F	1.235	F	0.002	NO	1.235	F	0.002	---	1.235	F	0.000	---
13	San Vicente Boulevard/	AM	0.723	C	0.811	D	1.050	F	1.057	F	0.007	NO	1.057	F	0.007	---	1.057	F	0.000	---
	Beverly Boulevard	PM	0.746	C	0.838	D	1.100	F	1.109	F	0.009	NO	1.109	F	0.009	---	1.109	F	0.000	---
14	San Vicente Boulevard/	AM	0.353	A	0.387	A	0.488	A	0.494	A	0.006	NO	0.494	A	0.006	---	0.494	A	0.000	---
	Gracie Allen Drive-Beverly Center	PM	0.565	A	0.630	B	0.764	C	0.769	C	0.005	NO	0.769	C	0.005	---	0.769	C	0.000	---
15	San Vicente Boulevard/	AM	0.741	C	0.832	D	1.119	F	1.125	F	0.006	NO	1.125	F	0.006	---	1.125	F	0.000	---
	Third Street	PM	0.709	C	0.796	C	1.045	F	1.049	F	0.004	NO	1.049	F	0.004	---	1.049	F	0.000	---
16	San Vicente Boulevard-Le Doux Road/	AM	0.493	A	0.547	A	0.705	C	0.708	C	0.003	NO	0.708	C	0.003	---	0.708	C	0.000	---
	Burton Way	PM	0.585	A	0.653	B	0.901	E	0.906	E	0.005	NO	0.906	E	0.005	---	0.906	E	0.000	---
17	San Vicente Boulevard/	AM	0.759	C	0.853	D	1.060	F	1.065	F	0.005	NO	1.065	F	0.005	---	1.065	F	0.000	---
	Wilshire Boulevard	PM	0.721	C	0.810	D	1.010	F	1.013	F	0.003	NO	1.013	F	0.003	---	1.013	F	0.000	---
18	La Cienega Boulevard/	AM	0.882	D	0.994	E	1.192	F	1.201	F	0.009	NO	1.201	F	0.009	---	1.201	F	0.000	---
	Beverly Boulevard	PM	0.989	E	1.118	F	1.580	F	1.583	F	0.003	NO	1.583	F	0.003	---	1.583	F	0.000	---
19	La Cienega Boulevard/	AM	0.825	D	0.929	E	1.216	F	1.221	F	0.005	NO	1.221	F	0.005	---	1.221	F	0.000	---
	Third Street	PM	0.873	D	0.984	E	1.369	F	1.372	F	0.003	NO	1.372	F	0.003	---	1.372	F	0.000	---
20	La Cienega Boulevard/	AM	0.822	D	0.925	E	1.231	F	1.234	F	0.003	NO	1.234	F	0.003	---	1.234	F	0.000	---
	San Vicente Boulevard	PM	0.732	C	0.822	D	1.192	F	1.197	F	0.005	NO	1.197	F	0.005	---	1.197	F	0.000	---

Table 8-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

23-Jun-2008

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2023 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
21	La Cienega Boulevard/	AM	0.976	E	1.122	F	1.450	F	1.453	F	0.003	NO	1.453	F	0.003	---	1.453	F	0.000	---
	Wilshire Boulevard	PM	0.996	E	1.145	F	1.501	F	1.503	F	0.002	NO	1.503	F	0.002	---	1.503	F	0.000	---
22	Orlando Avenue/	AM	0.740	C	0.831	D	0.958	E	0.959	E	0.001	NO	0.959	E	0.001	---	0.959	E	0.000	---
	Third Street	PM	0.706	C	0.793	C	1.007	F	1.009	F	0.002	NO	1.009	F	0.002	---	1.009	F	0.000	---

City of Los Angeles intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

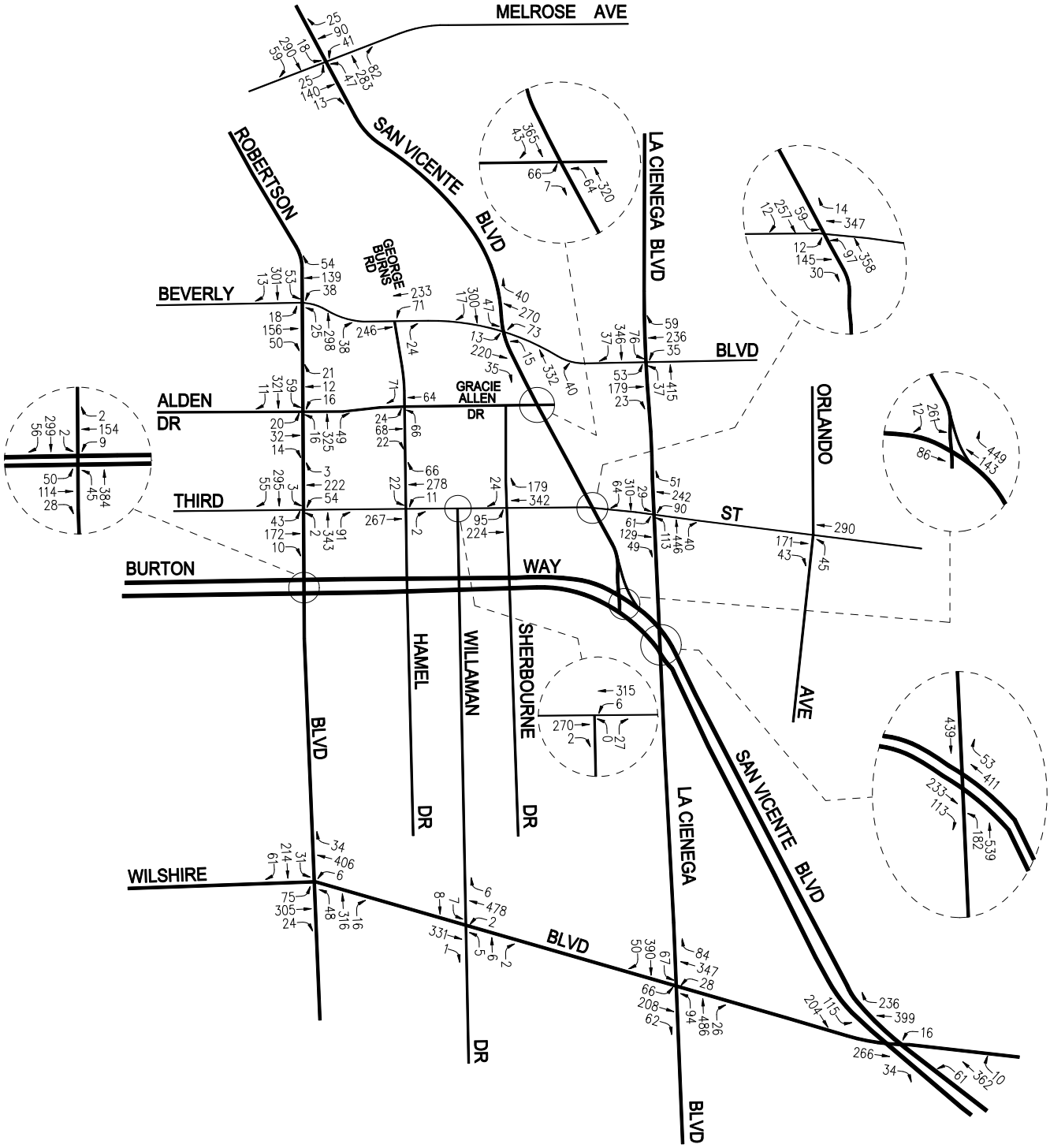

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FIGURE 7-2
RELATED PROJECTS TRAFFIC VOLUMES
AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

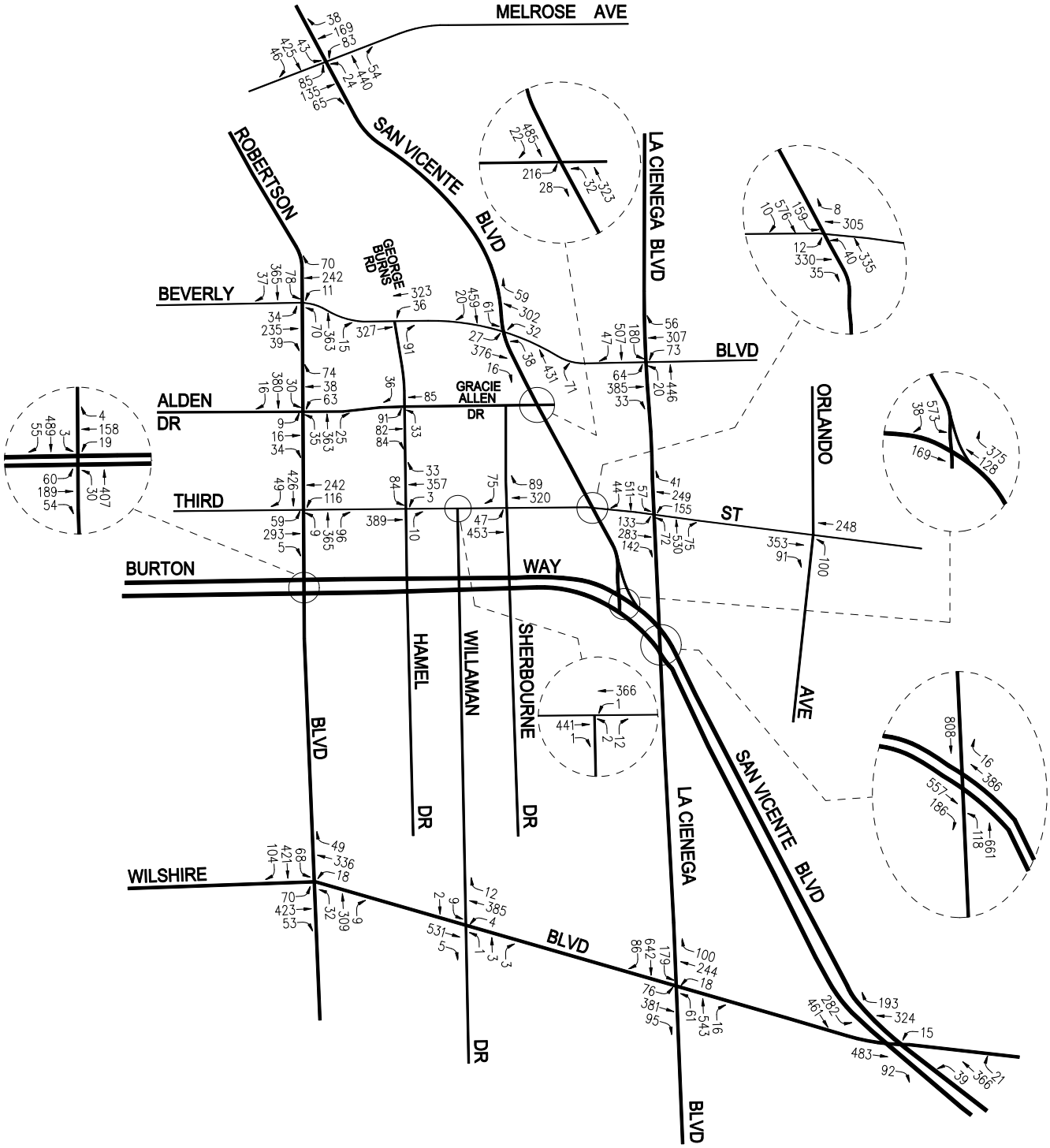

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FIGURE 7-3
RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR

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CEDARS-SINAI MEDICAL CENTER PROJECT

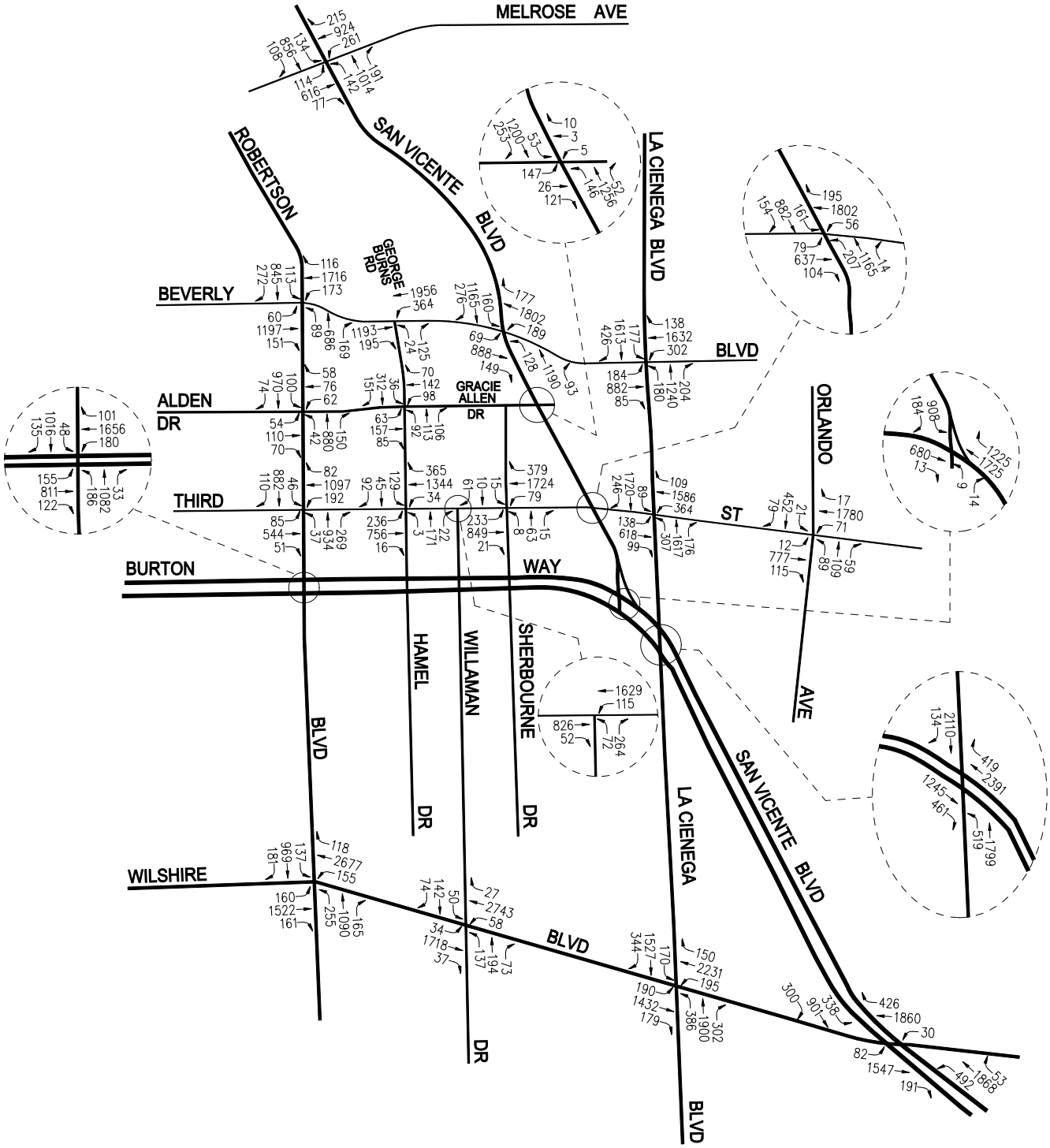

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FIGURE 9-3
FUTURE PRE-PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

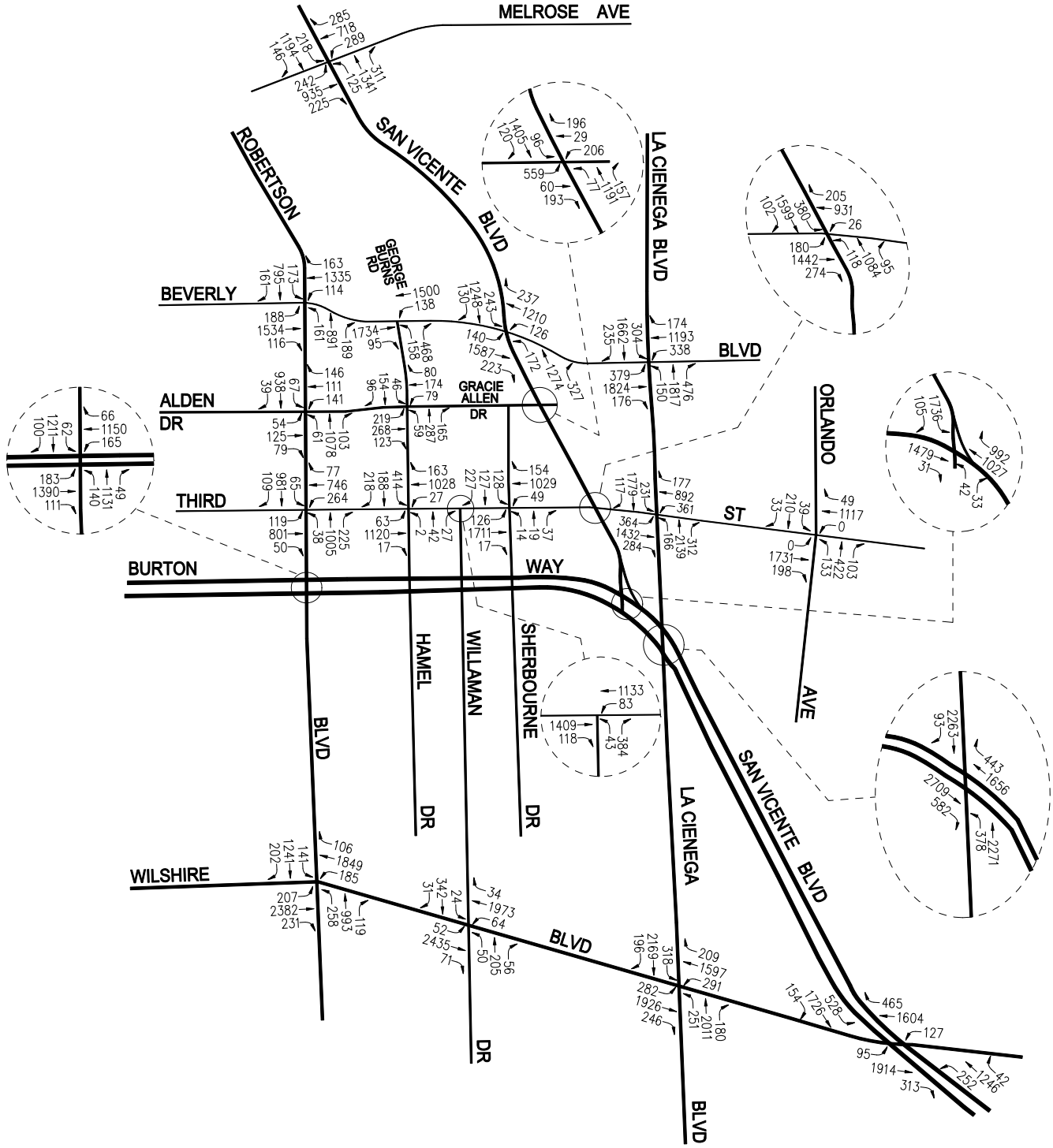

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FIGURE 9-4
FUTURE PRE-PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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CEDARS-SINAI MEDICAL CENTER PROJECT

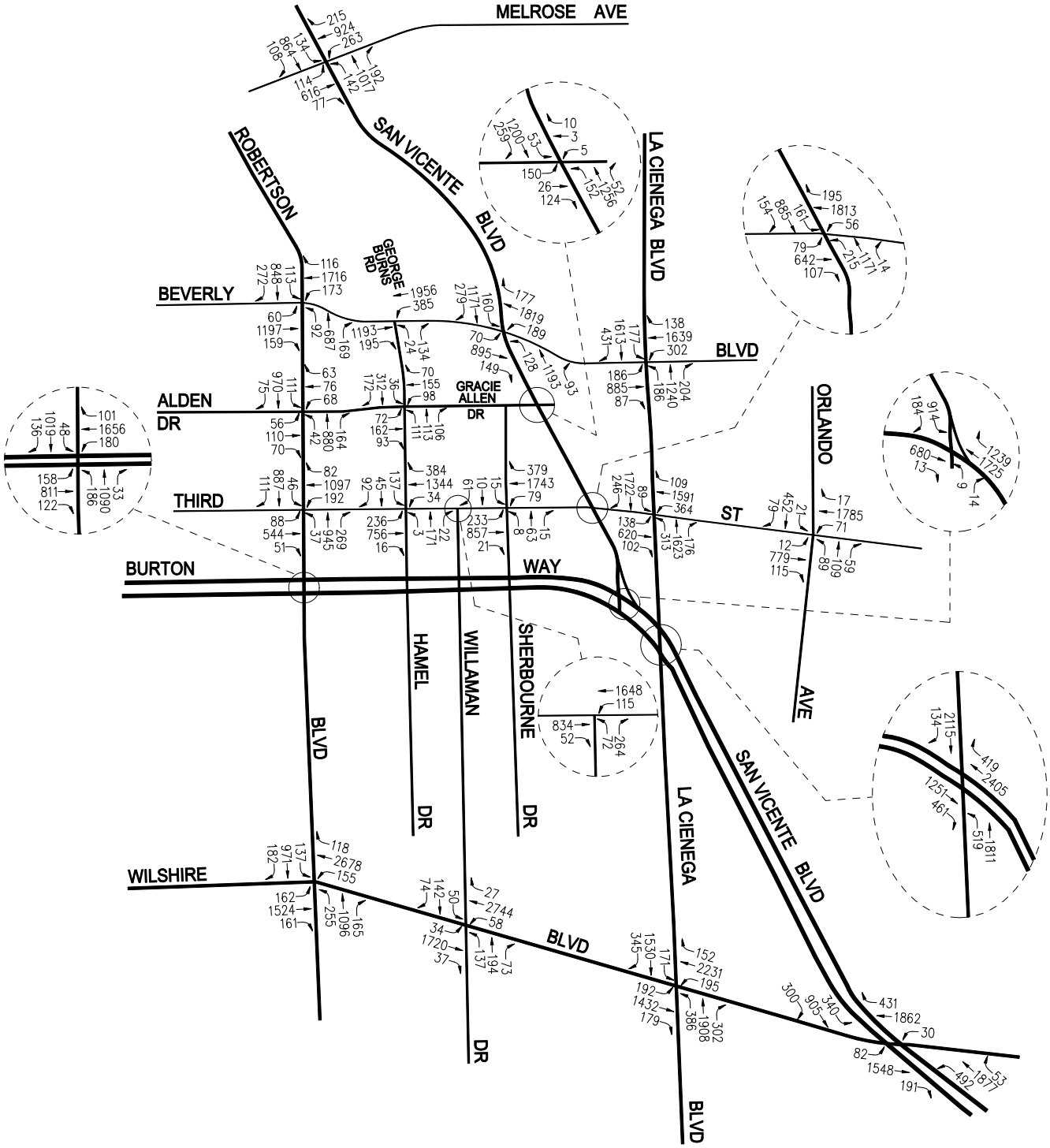

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FIGURE 9-5
FUTURE WITH PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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CEDARS-SINAI MEDICAL CENTER PROJECT

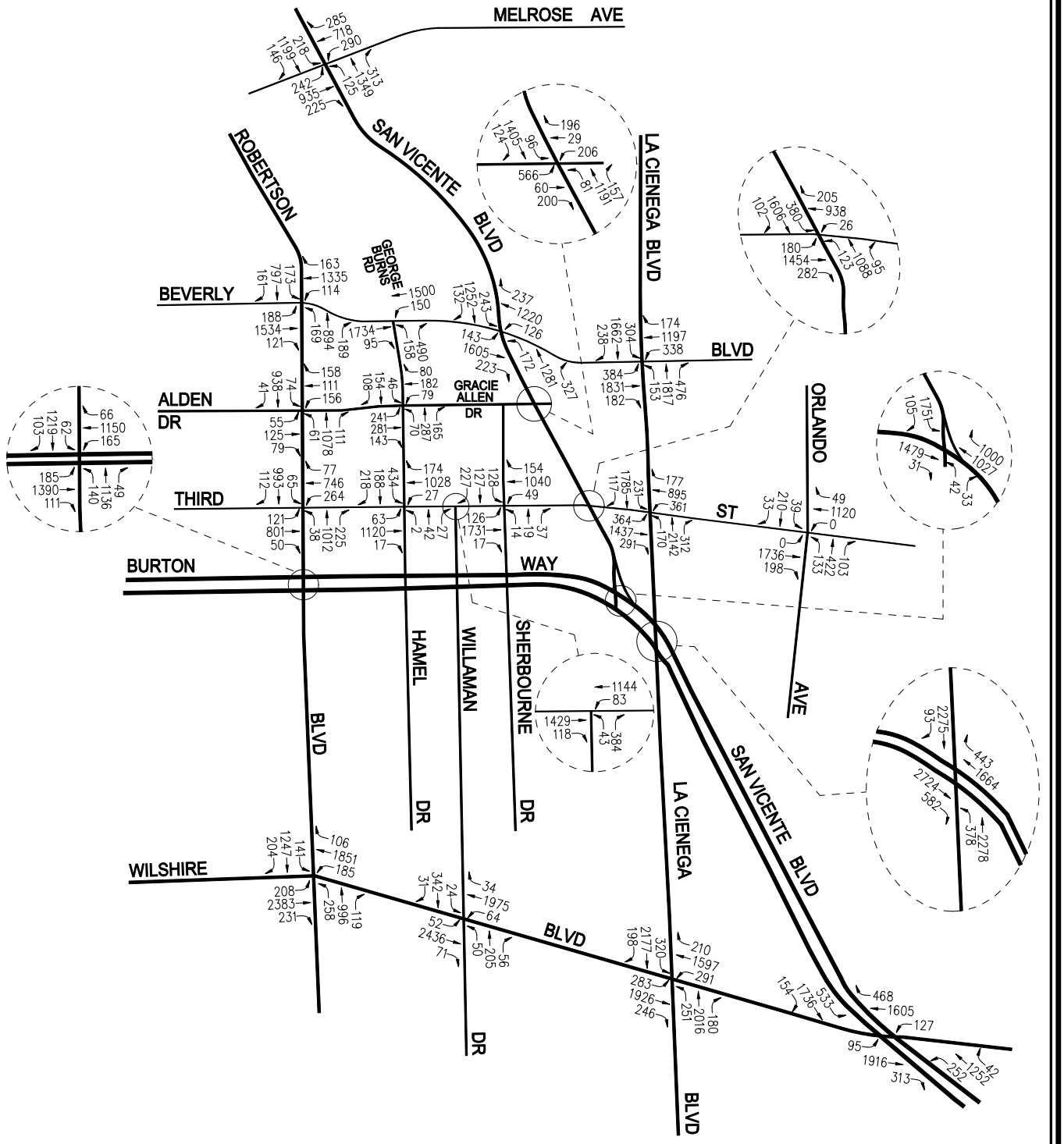

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FIGURE 9-6
FUTURE WITH PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

3. Appendix E: Traffic Impact Study, Appendix insertions

The following new Appendices (listed in the table below and included thereafter) shall be inserted into the Traffic Impact Study after the existing *Appendix D: Summaries of CSMC Campus Driveway Counts* of the Traffic Impact Study:

New Appendices to be Inserted into Appendix E: Traffic Impact Study of the Draft EIR	
New Appendix Letter	***Name of New Appendix to Traffic Impact Study (number of pages)***
E	Neighborhood Street Segment Analysis (10 pages)
F	Memorandum of Understanding and LADOT Approval (35 pages)
G	City of West Hollywood Traffic Impact Analysis (39 pages)
H	City of Beverly Hills Traffic Impact Analysis (9 pages)
I	Metropolitan Transit Authority Bus Route Schedule and Maps (16 pages)
J	Traffic Mitigation Measure Correspondences (6 pages)

APPENDIX E

NEIGHBORHOOD STREET SEGMENT ANALYSIS

MEMORANDUM

To:	Dwight Steinert Planning Associates, Inc.	Date:	August 6, 2008
From:	David S. Shender Kevin (K.C.) Jaeger Linscott, Law & Greenspan, Engineers	LLG Ref:	1-99-2843-1
Subject:	Cedars-Sinai Medical Center Project Neighborhood Street Segment Analysis		

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
236 N. Chester Avenue
Suite 200
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

This memorandum has been prepared to summarize the neighborhood street segment analysis prepared for the proposed Cedars-Sinai Medical Center (CSMC) project. The neighborhood street segment analysis was prepared in response to questions and comments received during the Notice of Preparation (NOP) process for the proposed project.

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the proposed project site, 11 local residential street segments located near the project site have been analyzed for potential significant impacts due to the project. The location of the 11 study street segments is illustrated in ***Figure A***. The study street segments shown in *Figure A* were selected for analysis based on the NOP comments and proximity to the CSMC campus. The street segments selected for inclusion in this analysis are listed below:

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

Please note that study street segments Nos. 1 through 6 are located within the City of West Hollywood while study street segments Nos. 7 through 11 are located within the City of Los Angeles.

Neighborhood Street Segment Analysis Methodology

The significance of the potential impacts of project generated traffic at the study street segments was identified using criteria set forth in the City of Los Angeles Department of Transportation's (LADOT) Traffic Study Policies and Procedures1 manual According to the City's published traffic study guidelines, a transportation impact on a local residential street shall be deemed significant based on an increase in the project average daily traffic (ADT) volumes as shown in Table A.

Table A
CITY OF LOS ANGELES
LOCAL RESIDENTIAL STREET SEGMENT
IMPACT THRESHOLD CRITERIA

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

As previously noted, six of the 11 study street segments are located within the City of West Hollywood. While this assessment is appropriately prepared using the traffic analysis methodology and significance thresholds established by the City of Los Angeles, it is our understanding that the City of West Hollywood uses a similar traffic analysis methodology and significance threshold for purposes of determining potential impacts to local residential streets within traffic studies overseen by the City of West Hollywood. Accordingly, a similar finding would be expected for this traffic assessment based on either a Los Angeles or West Hollywood analysis criteria.

Existing ADT data was obtained for the 11 analyzed street segments. For six study locations (i.e., study street segment Nos. 1 through 6) existing traffic count data were researched from traffic studies prepared for development projects located in the

[1] *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, March 2002. Source for LADOT threshold criteria: 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.

vicinity of the CSMC campus. The traffic count data from the other traffic studies were increased at a rate of 1.5 percent (1.5%) per year to reflect year 2008 conditions. For the remaining five study locations (i.e., study street segment Nos. 7 through 11), new automatic 24-hour machine traffic counts were conducted. The 24-hour machine traffic counts were conducted during typical mid-week days (Tuesday, Wednesday, or Thursday). Copies of the 24-hour machine traffic counts are contained in the attached Appendix.

Potential project-related traffic impacts at the 11 neighborhood street segments were analyzed for the following conditions:

(a) Existing conditions.

(b) Condition (a) plus 1.5 percent (1.5%) ambient traffic growth through year 2023.

(c) Condition (b) with completion and occupancy of the proposed project.

As noted above, the future pre-project conditions were forecast using a 1.5 percent (1.5%) annual ambient growth factor to derive year 2023 conditions. Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in that the analyzed street segments are situated within well established, built-out residential neighborhoods which for the most part do not offer direct cut-through opportunities.

Nearly all project-related traffic is anticipated to travel along the key arterials that provide direct access to the CSMC campus. Some motorists may use local streets that feed the CSMC campus such as Alden Drive, Hamel Drive, Willaman Drive and Sherbourne Drive as an alternate to parallel arterials such as Beverly Boulevard, Third Street, Robertson Boulevard and San Vicente Boulevard based on perceived convenience and for ease of access. A smaller group of motorists may use other local streets such as Ashcroft Avenue, Rosewood Avenue, Bonner Drive, and Huntley Drive which do not directly feed into the CSMC campus but may be used as part of a short-cut travel route. The percentage of project traffic assigned to the study street segments was made based on the current relative traffic volumes on each of the street segments and in consideration of each street segments relative access to the CSMC campus.

In general, on the local streets that do not provide direct access to the CSMC campus (e.g., Segment Nos. 1 through 5 listed above), few, if any trips related to the project are expected to utilize these roadways for access (i.e., one percent or less of the total daily trips generated by the project). For local streets that do feed directly into the CSMC campus (e.g., Segments 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 range of total daily trips generated by the project. This relative distribution of project-related trips on the local streets is

consistent with the project-related traffic distribution pattern on the major arterials (Beverly Boulevard, Third Street, Robertson Boulevard, 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 by project-generated daily trips (i.e., two percent for local streets that do not provide direct access to the CSMC campus, and three to eight percent for local streets that do provide direct access to the CSMC campus).

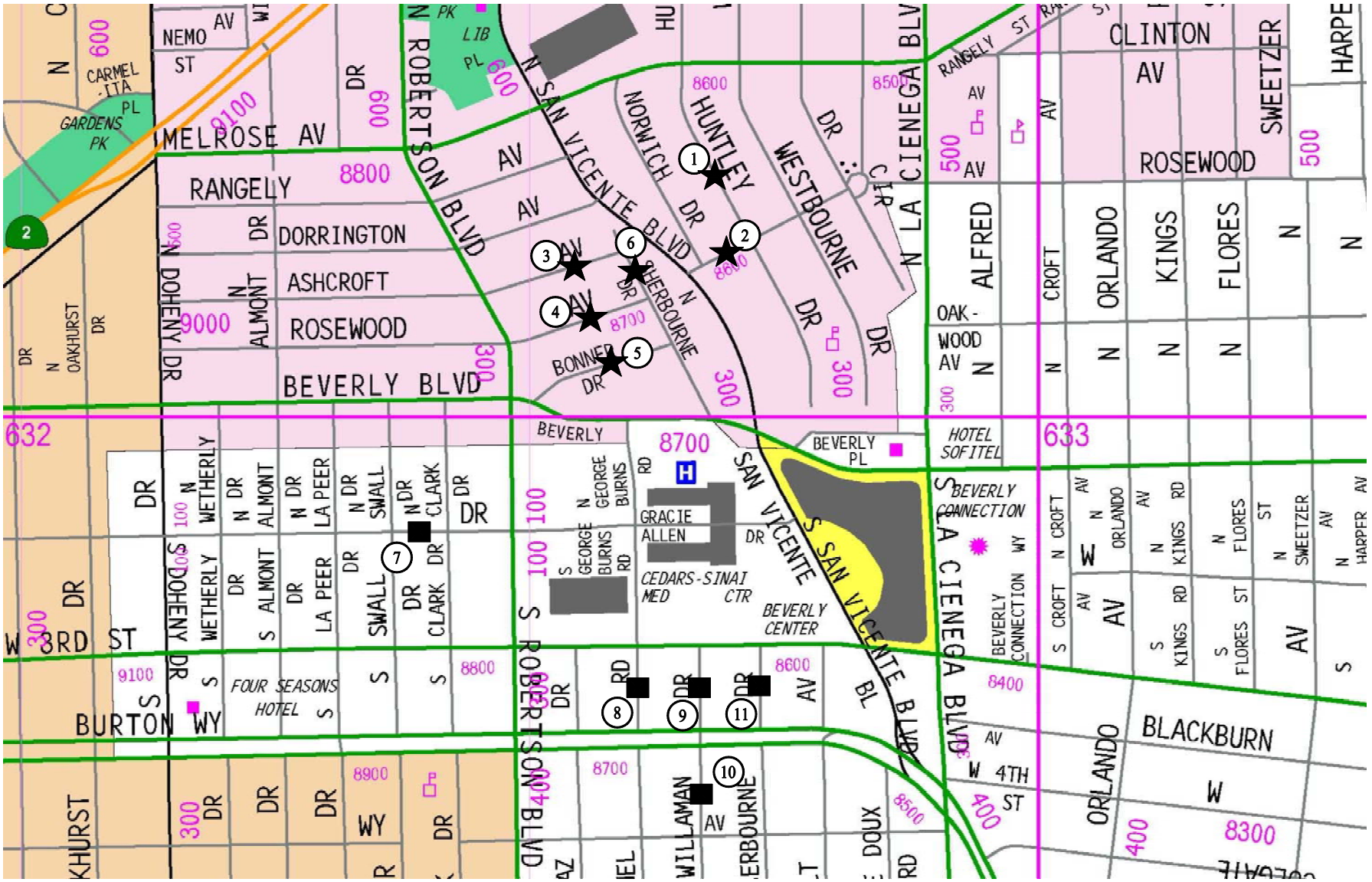
The existing ADT volumes at the study street segment locations are displayed in ***Figure B***. The forecast future year 2023 pre-project ADT volumes at the study street segment locations are presented in ***Figure C***. The forecast year future 2023 with project ADT volumes at the study street segment locations are presented in ***Figure D***.

Summary of Neighborhood Street Segment Analysis

The forecast traffic conditions at the analyzed neighborhood street segments for the existing, future pre-project and future with project scenarios are summarized in ***Table B***. As shown in Column [1] of *Table B*, the existing 24-hour count data were utilized to evaluate the existing conditions. As shown in Column [2] of *Table B*, a 1.5 percent (1.5%) annual growth rate through the year 2023 was conservatively added to the existing ADT volume to account for traffic generated by the related projects, as well as increases in general ambient traffic, for purposes of estimating future pre-project ADT volumes. Columns [3] and [4] of *Table B* present a summary of the project-related daily trips which will incrementally affect traffic volumes on the analyzed street segments. Columns [5] and [6] of *Table B* summarize the future year 2023 with project ADT volumes and project-related percent ADT growth for the analyzed street segments, respectively. Finally, as indicated in Column [7] of *Table B*, application of LADOT's threshold criteria for local neighborhood street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segments. Thus, even with the "overstated" assignment of project-related daily trips on the local residential streets, the potential effects are deemed less than significant as the incremental increase in traffic due to the project is substantially below the significance thresholds used by LADOT and the City of West Hollywood.

Attachments

cc: Elisa Paster, Paul, Hastings, Janofsky & Walker LLP
File



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MAP SOURCE: THOMAS BROS. GUIDE

★ GREENWICH PLACE TIS STUDY LOCATION

■ NEW STUDY LOCATION

FIGURE A
ADT STREET SEGMENT LOCATIONS

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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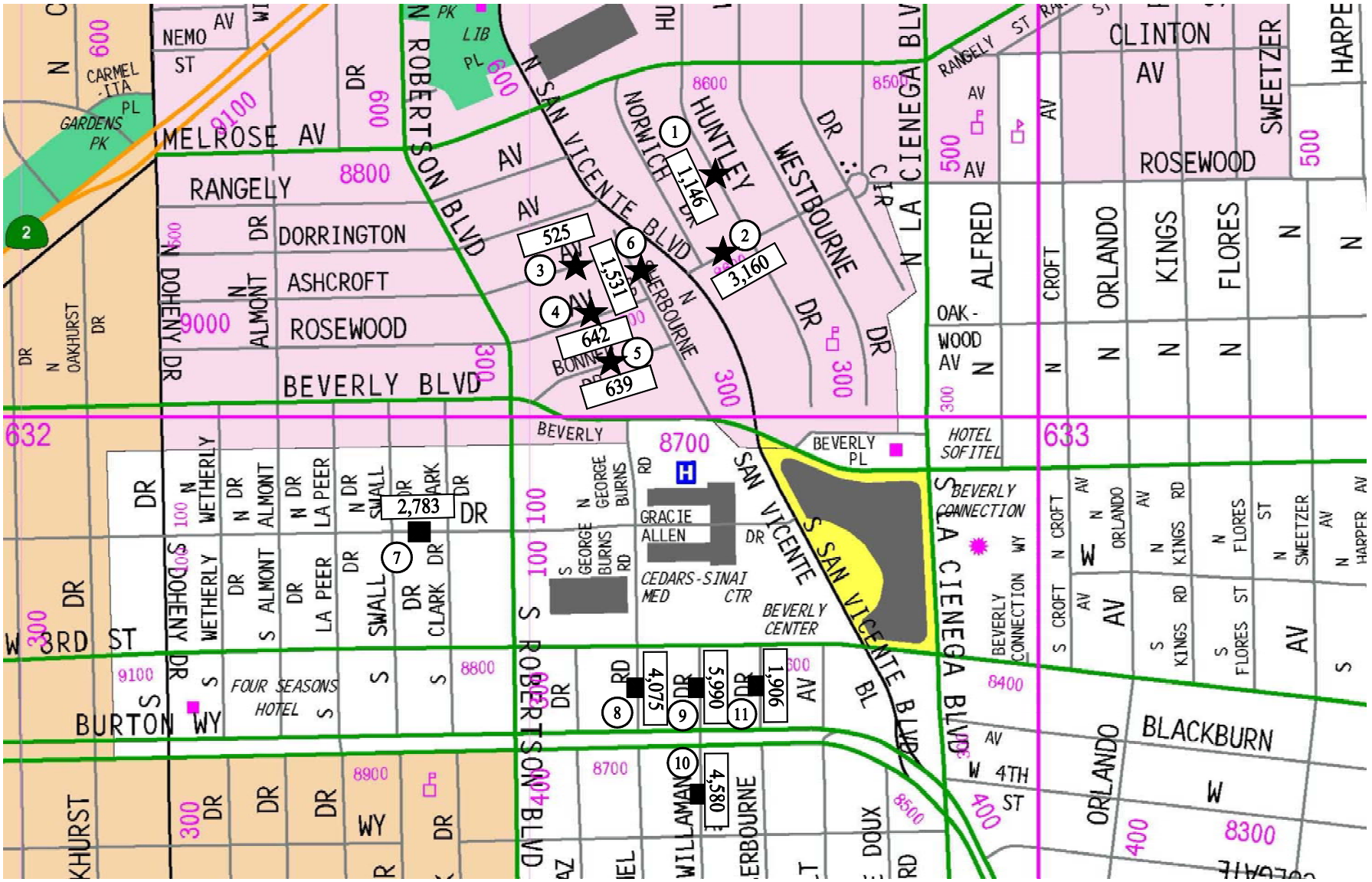

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MAP SOURCE: THOMAS BROS. GUIDE

★ GREENWICH PLACE TIS STUDY LOCATION

■ NEW STUDY LOCATION

FIGURE B
EXISTING WEEKDAY ADT VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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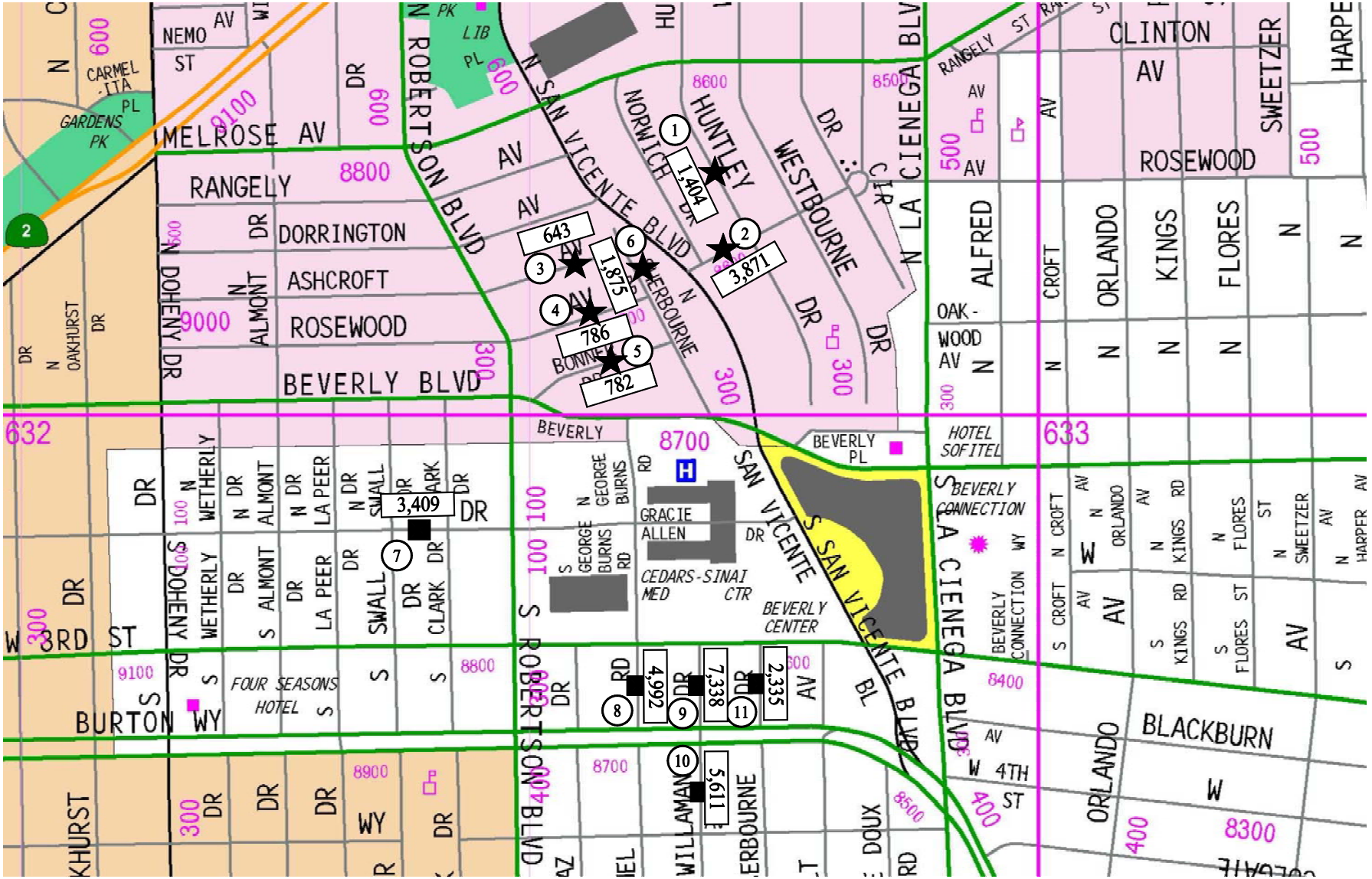

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MAP SOURCE: THOMAS BROS. GUIDE

★ GREENWICH PLACE TIS STUDY LOCATION

■ NEW STUDY LOCATION

FIGURE C
YEAR 2023 FUTURE PRE-PROJECT WEEKDAY ADT VOLUMES

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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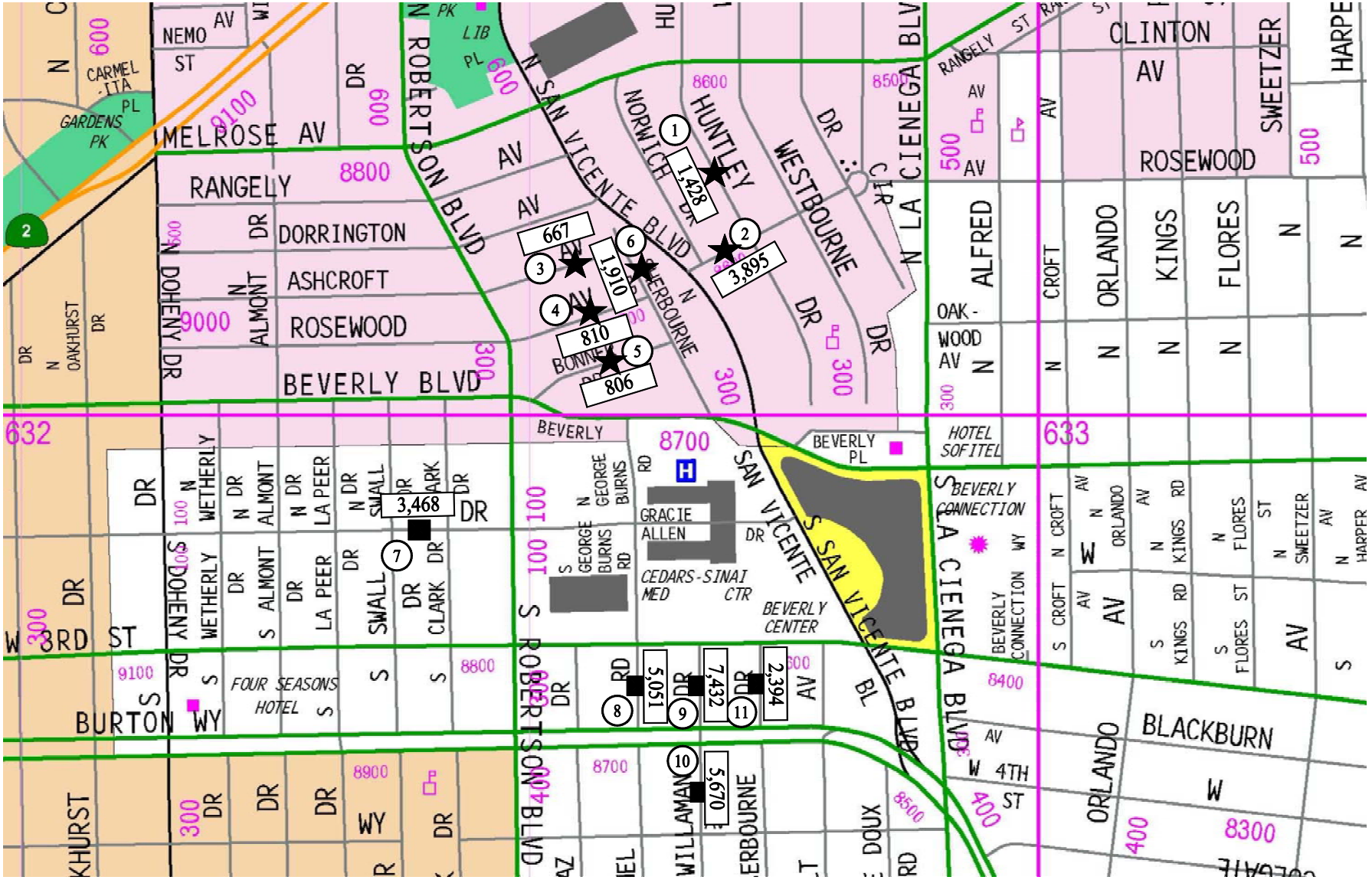

NOT TO SCALE

MAP SOURCE: THOMAS BROS. GUIDE

★ GREENWICH PLACE TIS STUDY LOCATION

■ NEW STUDY LOCATION

FIGURE D
YEAR 2023 FUTURE WITH PROJECT WEEKDAY ADT VOLUMES

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Table B
SUMMARY OF STREET SEGMENT ANALYSIS

08-Aug-2008

	Location	[1] Existing Weekday ADT Volume	[2] Year 2023 Future Pre-Project Volume	Proposed Project [3] Total Project Dist.	Proposed Project [4] Daily Project Trip Ends	[5] Year 2023 W/Project ADT Volume ([2]+[4])	[6] Percent ADT Growth ([4]/[5])	[7] Segment Impact
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	Ashcroft 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% In/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
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 based 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 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.

[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 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.

APPENDIX F

MEMORANDUM OF UNDERSTANDING AND LADOT APPROVAL

ATTACHMENT "C"

SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project:

Project Name Cedars-Sinai Medical Center Project

Project Address 8720 Beverly Boulevard, Los Angeles, CA 90048; The proposed project is located within the existing CSMC campus which is bounded by Beverly Boulevard to the north, Third Street to the south, San Vicente Avenue to the east and Robertson Boulevard to the west

Project Description Please refer to the attached project description.

Geographic Distribution N 20% S 20% E 35% W 25%
Attached distribution graphic(s): Figure 6-1

Trip Generation Rate(s) Source: ITE "Trip Generation", 7th Edition, 2003
Attached trip generation table: Table 6-1

Land Use	Proposed Project	
	In	Out
AM Trips	79	34
PM Trips	47	83

Project Build-out Year 2023

Ambient or CMP Growth Rate 1.0%

Study Intersections
Please refer to Page 2 of this MOU

Study Street Segments
None

Trip Credits

Transportation Demand Management	yes	**no**
Existing Active Land Use	**yes**	no
Previous Land Use	yes	**no**
Internal Trip	yes	**no**
Pass-by Trip	yes	**no**

This analysis must follow the latest LADOT traffic study guidelines.

	Consultant	Developer/Applicant
Name	Linscott, Law & Greenspan, Engineers	Cedars-Sinai Medical Center
Address	236 North Chester Avenue, Suite 200	8700 Beverly Boulevard
	Pasadena, California 91106	Los Angeles, California 90048
Phone No.	626.796.2322 Fax 626.792.0941	

Approved by:

Consultant's Representative Date

LADOT's Representative Date

ATTACHMENT "C"

SCOPING FOR TRAFFIC STUDY

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Project Description Please refer to the attached project description.

Study Intersections

[1] Robertson Boulevard/Beverly Boulevard
[2] Robertson Boulevard/Alden Drive-Gracie Allen Drive
[3] Robertson Boulevard/Third Street
[4] Robertson Boulevard/Burton Way
[5] Robertson Boulevard/Wilshire Boulevard
[6] George Burns Road/Beverly Boulevard
[7] George Burns Road/Gracie Allen Drive
[8] George Burns Road-Hamel Road/Third Street
[9] Willaman Drive/Third Street
[10] Willaman Drive/Wilshire Boulevard
[11] Sherbourne Drive/Third Street
[12] San Vicente Boulevard/Melrose Avenue
[13] San Vicente Boulevard/Beverly Boulevard
[14] San Vicente Boulevard/Gracie Allen Drive-Beverly Center
[15] San Vicente Boulevard/Third Street
[16] San Vicente Boulevard-Le Doux Road/Burton Way
[17] San Vicente Boulevard/Wilshire Boulevard
[18] La Cienega Boulevard/Beverly Boulevard
[19] La Cienega Boulevard/Third Street
[20] La Cienega Boulevard/San Vicente Boulevard
[21] La Cienega Boulevard/Wilshire Boulevard
[22] Orlando Avenue/Third Street

Please refer to the attached Vicinity Map, Figure 1-1, which illustrates the location of the study intersections and general vicinity of the CSMC campus.

This analysis must follow the latest LADOT traffic study guidelines.

	Consultant	Developer/Applicant
Name	Linscott, Law & Greenspan, Engineers	Cedars-Sinai Medical Center
Address	236 North Chester Avenue, Suite 200	8700 Beverly Boulevard
	Pasadena, California 91106	Los Angeles, California 90048
Phone No.	626.796.2322 Fax 626.792.0941	

Approved by:

Consultant's Representative Date	LADOT's Representative Date

PROJECT DESCRIPTION

Existing CSMC Campus

The CSMC campus comprises approximately 26 acres in area and is situated within the Wilshire Community Plan area of the City of Los Angeles, California. The proposed Cedars-Sinai Medical Center project site is located within the existing CSMC campus which is bounded by Beverly Boulevard to the north, Third Street to the south, San Vicente Avenue to the east and Robertson Boulevard to the west. The project site is situated at the northwest corner of the George Burns Road/Gracie Allen Drive intersection within the CSMC campus.

Surrounding uses to CSMC include medical buildings associated with, but not owned by Cedars-Sinai, to the south; commercial and residential uses to the north, south, east, and west; and the City of West Hollywood border to the north. Several commercial uses are directly adjacent to the western and southern portions of the campus. The Beverly Center shopping complex is situated directly east of the campus, across San Vicente Boulevard.

The CSMC campus is well-located to facilitate pedestrian activity, bicycle usage and use of public transit services, particularly due to the proximity of nearby commercial corridors. The project site is situated within easy walking distance to retail, restaurant, and other commercial businesses located along the Robertson Boulevard, San Vicente Boulevard, Beverly Boulevard and Third Street corridors. Further, regional and local public bus transit stops are provided on the periphery of the campus as well as within the campus along George Burns Road and Gracie Allen Drive.

Development Site Location

The existing development site location that is subject to the proposed project is situated at the northwest corner of the George Burns Road/Gracie Allen Drive intersection within the CSMC campus. The existing site is currently occupied by the CSMC Spielberg Building and surface Parking Lot No.2 (Spielberg lot). The Spielberg Building contains a total of 90,000 square feet of floor area[3] (or approximately 103,500 square feet of gross floor area) and provides medical uses including administrative support, medical suites and research space. Parking Lot No. 2 currently contains a total of 217 parking spaces. Both the existing Spielberg Building and Parking Lot No. 2 will be removed in order to accommodate the proposed Cedars-Sinai Medical Center project. The medical uses and total existing building square footage (i.e., 90,000 square feet of floor area) currently provided in the Spielberg Building will be integrated into the proposed project. Additionally, the existing parking spaces currently provided in Parking Lot No. 2 will be integrated into the parking structure planned to be constructed as part of the proposed project.

[3] Except where noted otherwise, all floor area is as defined by Section 12.21 of the Los Angeles Municipal Code.

Proposed Project Description[4]

The proposed project consists of the construction of a new inpatient/medical support facility on the CSMC campus. The project will require a Zone Change from the current [T][Q]C2-2D-O to [T][Q]C2-2D-O with new and revised [Q] – Qualified Conditions. The proposed project, which will be located at the northwest corner of the George Burns Road/Gracie Allen Drive intersection, will be 11-stories high and contain 100 hospital beds, and will be used for medical purposes, including inpatient services, medical suites, research, administrative and diagnostic space. To reflect construction of the proposed project, the new and revised [Q] – Qualified Conditions of the Zone Change will authorize approximately 200,000 square feet (or approximately 230,000 gross square feet) of additional authorized inpatient development on the medical campus beyond the current authorized development previously approved by the City of Los Angeles in year 1993 (per Ordinance No. 168,847)[5]. This will increase the maximum allowable gross floor area for CSMC to 2.5 million square feet from the approved 2.27 million square feet. Other approvals or permits required to implement the proposed project include, but are not limited to, grading and building permits, haul route approval, street improvements, drainage improvements, and other minor permits from the City of Los Angeles Department of Building and Safety and Public Works.

Approximately 700 parking spaces are planned to be provided in an adjoining parking structure to be constructed as part of the proposed project. This new parking structure will include the replacement of the 217 existing spaces currently provided in Parking Lot No. 2. A 15-year extension (i.e., to year 2023) to the existing Development Agreement is proposed as part of the project. The site plan for the proposed Cedars-Sinai Medical Center project is illustrated in ***Figure 2-1***.

[4] Source: Planning Associates, Inc.

[5] A total of 133,350 square feet of the approved 700,000 square feet authorized by Ordinance No. 168,847 has been constructed. Of the remaining 566,650 square feet of entitled but not built construction, 379,000 square feet is proposed to be developed as the Advanced Health Sciences Pavilion at CSMC (refer to Related Project No. LA39 in *Table 8-1*). The remaining entitled floor area (i.e., 187,650 square feet) will be incorporated into the proposed project).

Table 6-1
PROJECT TRIP GENERATION [1]

07-Feb-2008

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	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: 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 inpatient 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
- AM Peak Hour Trip Rate: 1.13 trips/Bed; 70% inbound; 30% outbound
- PM Peak Hour Trip Rate: 1.30 trips/Bed; 36% inbound; 64% outbound

Table 7-1
LIST OF RELATED PROJECTS [1]

07-Feb-2008

MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
CITY OF LOS ANGELES [1]					
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 Turn-over 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

Table 7-1 (Continued)
LIST OF RELATED PROJECTS [1]

07-Feb-2008

MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
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
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
LA39		Cedars-Sinai Medical Center	Medical Suites Diagnostic Support Organ Transplant Rehabilitation Administration Emergency Room	209,000 SF 78,000 SF 26,622 SF 110,262 SF/71 Beds 200 Beds 15,267 SF 110 SF	Proposed
CITY OF BEVERLY HILLS [2]					
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

Table 7-1 (Continued)
LIST OF RELATED PROJECTS [1]

07-Feb-2008

MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
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
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

Table 7-1 (Continued)
LIST OF RELATED PROJECTS [1]

07-Feb-2008

MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
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
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 [3]			
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

Table 7-1 (Continued)
LIST OF RELATED PROJECTS [1]

07-Feb-2008

MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
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
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

Table 7-1 (Continued)
LIST OF RELATED PROJECTS [1]

07-Feb-2008

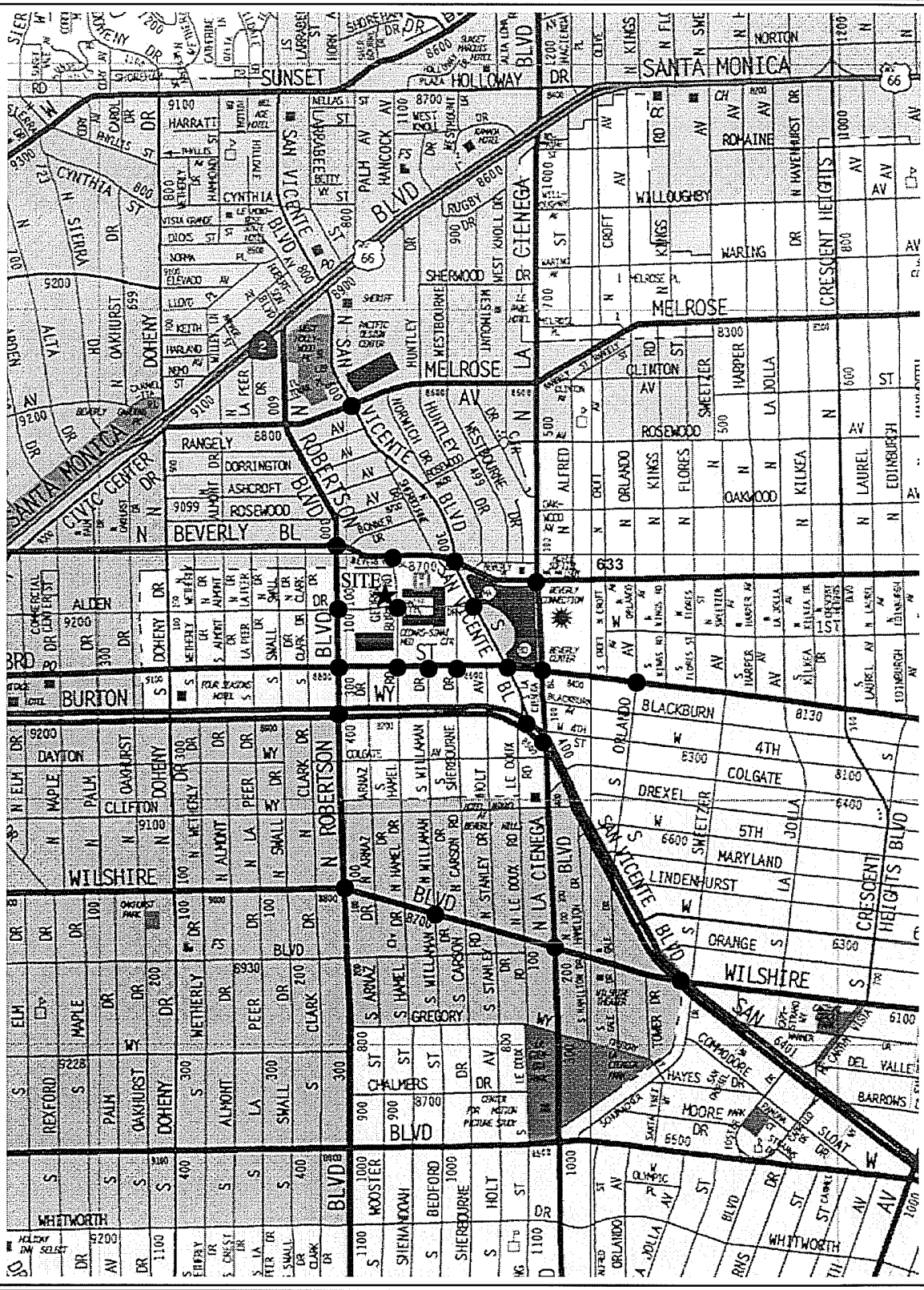
MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
WH25		1200 Alta loma Rd	Hotel Addition	40 Rooms	Proposed
WH26		8783 Bonner Dr	Retail	1,000 SF	Proposed
WH27		1042-1050 N Edinburgh Ave	Condominiums Existing Condominiums	18 DU (8 DU)	Proposed
WH28		1433 Havenhurst Dr	Apartments Existing 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

Table 7-1 (Continued)
LIST OF RELATED PROJECTS [1]

07-Feb-2008

MAP NO.	PROJECT NAME/ PROJECT NUMBER	LOCATION	LAND USE	SIZE	STATUS
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
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.
- Draft Environmental Report, Volume I, for 9900 Wilshire Project, prepared by Impact Sciences, Inc., August 2007.
- Traffic Impact Study, Westfield Century City for New Century Plan, prepared by LLG Engineers, September 2007.



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MAP SOURCE: THOMAS BROS. GUIDE

● STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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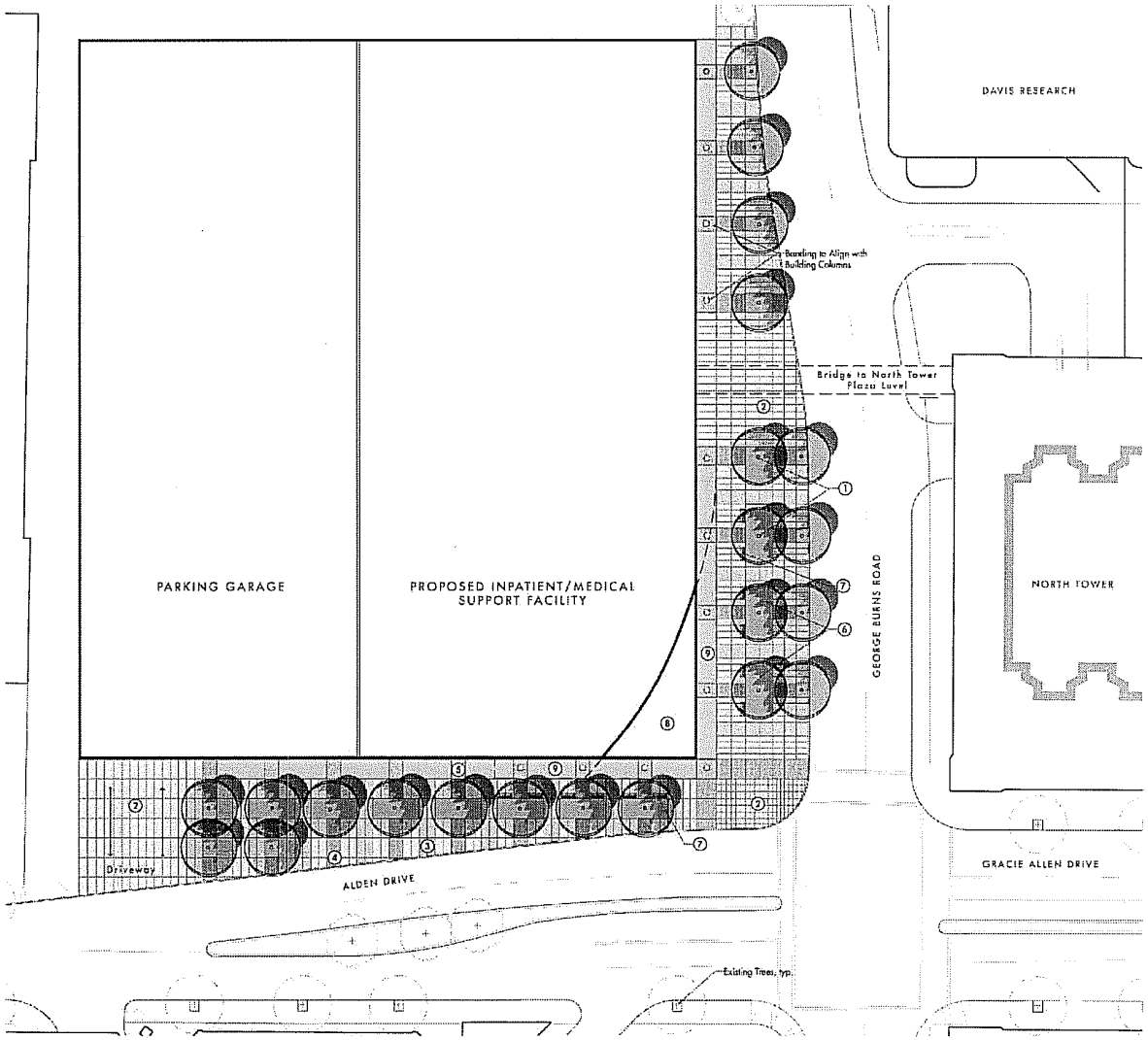

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SOURCE: HOK

FIGURE 2-1
PROPOSED PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

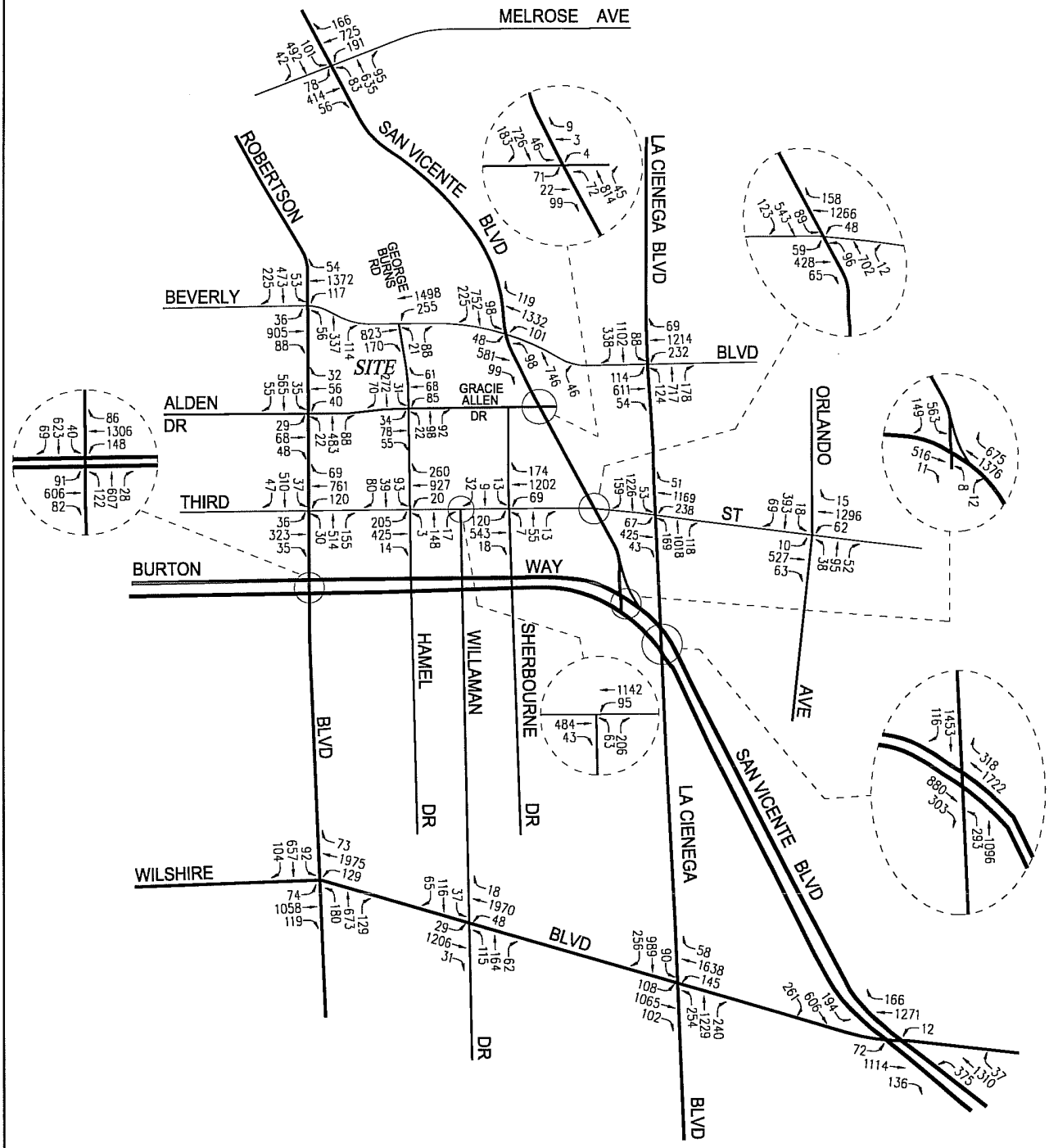

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

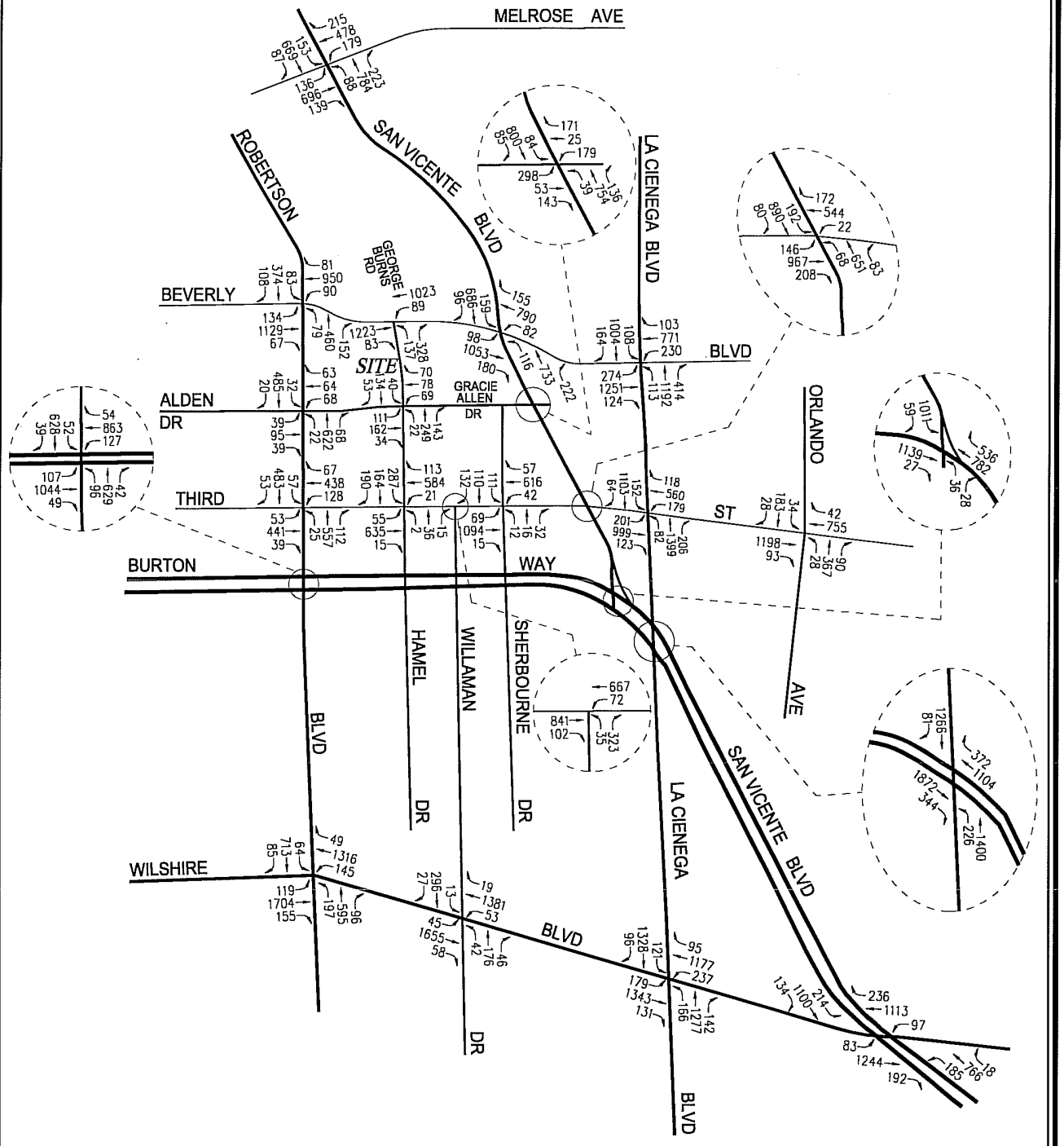

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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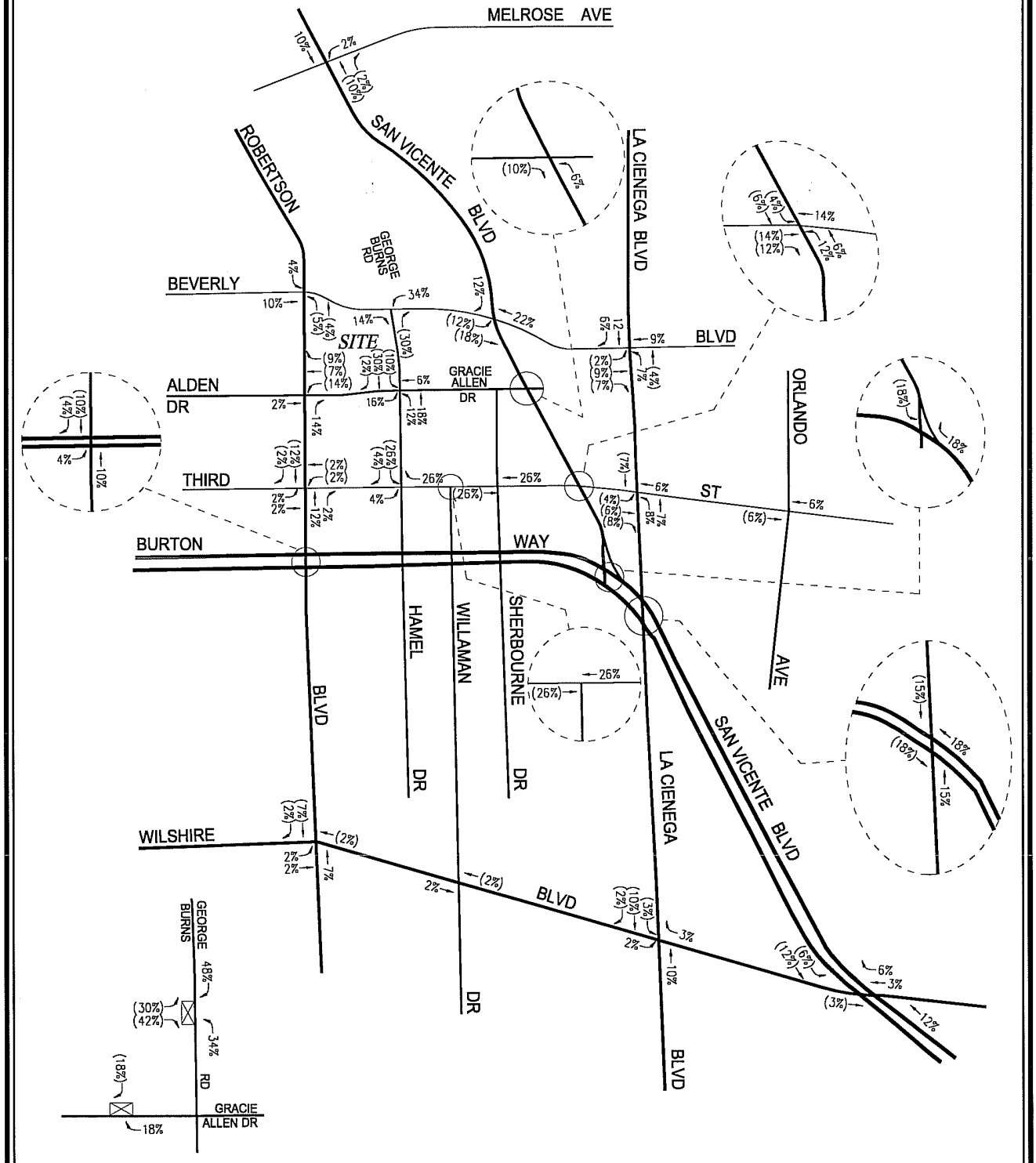
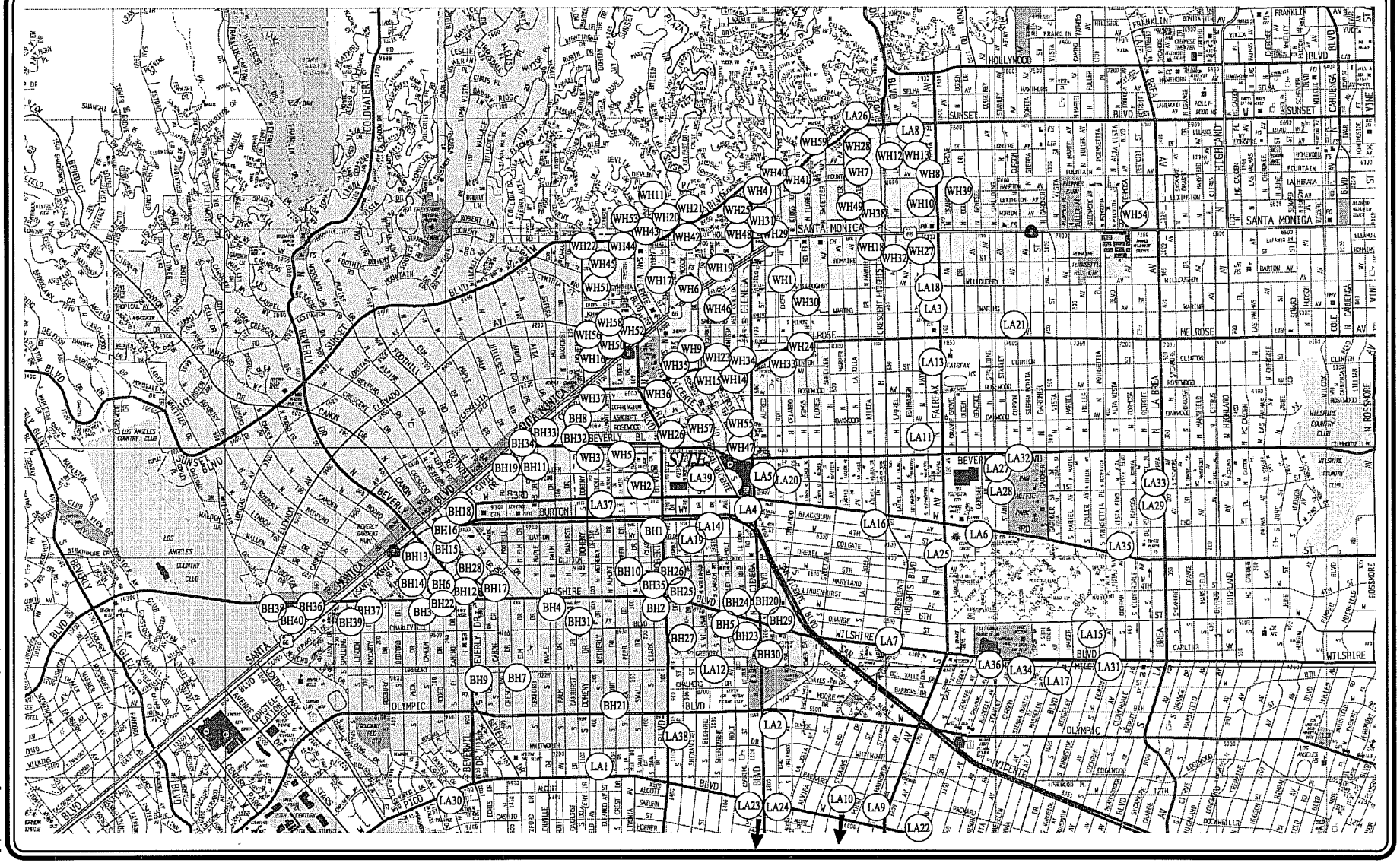


FIGURE 6-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT



NOT TO SCALE

MAP SOURCE: THOMAS BROS. GUIDE

(LA) CITY OF LOS ANGELES

(BH) CITY OF BEVERLY HILLS

(WH) CITY OF WEST HOLLYWOOD

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-1
LOCATION OF RELATED PROJECTS

CEDARS-SINAI MEDICAL CENTER PROJECT

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FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Cedars-Sinai Medical Center
DOT Case No. CEN 08-4678

Date: July 15, 2008

To: Jimmy Liao, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED CEDARS-SINAI MEDICAL CENTER (CSMC) PROJECT LOCATED ON CSMC CAMPUS (ENV-2008-620-EIR)**

The Department of Transportation (DOT) has reviewed the traffic study, dated March 6, 2008, and subsequent revised traffic study, dated June 23, 2008, prepared by Linscott, Law & Greenspan, Engineers for the proposed project within the CSMC Campus bounded by Beverly Boulevard to the north, 3rd Street to the south, San Vicente Boulevard to the east and Robertson Boulevard to the west. Based on DOT's traffic impact criteria (summarized in Attachment 1), the traffic study included the analysis of 22 study intersections and determined that two of these intersections would be significantly impacted by project-related traffic. One of the impacted intersections is located within the City of Los Angeles and the other in the City of West Hollywood. Except as noted, the study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The proposed project consists of a zone change with new and revised conditions, and an amendment to the Master Plan and Development Agreement to add 200,000 square feet of additional development to accommodate 100 new inpatient beds on the existing CSMC campus. The 100 new inpatient beds will be within the proposed West Tower at 8723 Alden Drive on the northwest corner of the intersection of George Burns Road and Alden Drive/Gracie Allen Drive.

The new inpatient facility will contain 477,650 square feet, which includes the 200,000 square feet for the new 100 inpatient beds, 187,650 square feet of residual authorized development remaining under the Master Plan, and 90,000 square feet currently contained in the existing medical building. The existing medical building and surface Parking Lot No. 2 currently occupying the project site will be removed in order to accommodate the proposed inpatient facility. The medical uses, including administrative support, medical suites and research space in the existing building will be integrated into the proposed inpatient facility.

The project proposes approximately 700 parking spaces within an adjoining parking structure to be constructed as part of the proposed project. The new parking structure will include replacement of the 217 existing spaces currently provided in Parking Lot No. 2. Access to the parking structure will be provided via a two-way driveway on the north side of Alden Drive. The project will be completed by 2023.

Trip Generation

The project is expected to generate 1,181 net daily trips with 113 trips in the a.m. peak hour and 130 trips in the p.m. peak hour (see Attachment 2).

Significant Traffic Impacts

The traffic impact analysis is summarized in Attachment 3. The proposed project will experience significant traffic impacts at the following intersections:

1. Robertson Boulevard and Alden Drive
2. George Burns Road and Beverly Boulevard (p.m. only)

PROJECT REQUIREMENTS

A. Robertson Boulevard and Alden Drive

The project proposes to widen and restripe the westbound approach on Alden Drive at Robertson Boulevard in order to provide a right-turn only lane for westbound traffic as illustrated in Attachment 4. Overall, the westbound approach of Alden Drive would be striped to provide one shared left-turn/through lane and one right-turn only lane. The project also proposes to restripe the northbound and southbound approaches on Robertson Boulevard in order to provide a right-turn only lane for northbound traffic. Overall, the northbound approach of Robertson Boulevard would provide one left-turn lane, one through lane and one right-turn only lane. The proposed improvement would mitigate the project impact to a level of insignificance. However, it should be noted that, to accommodate the right-turn only lane for northbound Robertson Boulevard, this improvement would result in the removal of approximately five to six on-street parking spaces. Therefore, to defer the loss of parking until northbound right-turn traffic demands warrant the need for an exclusive right-turn lane, this mitigation measure should be implemented in two phases. First, the applicant should widen Alden Drive as illustrated in the attached mitigation drawing, and restripe the westbound approach as indicated above. In the second phase, the lane restriping of Robertson Boulevard to provide a northbound right-turn only lane would not be considered until traffic demands warrant the need for an exclusive lane.

B. George Burns Road and Beverly Boulevard

The project proposes to widen the south side of Beverly Boulevard west of George Burns Road in order to provide a right-turn only lane for eastbound traffic as illustrated in Attachment 5. Overall, the eastbound approach of Beverly Boulevard would be striped to provide a center left-turn lane, two through lanes and a right-turn only lane. The project also proposes to improve the northbound approach of George Burns Road by providing one shared left-turn/through lane and one right-turn only lane. Since this intersection is not under the jurisdiction of the City of Los Angeles, this mitigation proposal is subject to review and consent by the City of West Hollywood.

C. Transportation Demand Management

The traffic analysis reviewed the results of the Transportation Demand Management (TDM) program implemented by CSMC to achieve trip reduction and Average Vehicle Ridership (AVR) requirements set forth in Ordinance No. 168,847 in order to determine if CSMC was compliant with the trip reduction requirements and to assess if these Ordinance provisions are still appropriate.

Ordinance No. 168,847 provides for the following two related trip reduction requirements:

- CSMC shall prepare and submit a TDM plan to DOT which will contain measures to achieve an 18% reduction in p.m. peak hour trips above and beyond South Coast Air Quality Management District (SCAQMD) Regulation XV requirements for new facilities and a 9% overall p.m. peak hour trip reduction for the entire CSMC campus (existing facilities plus proposed).

- No later than the date of issuance of any building permit for the second building of the Organ Transplant Wing or Rehabilitation Center (ODTC), CSMC shall achieve an AVR of 1.6 for current employees as documented for the most recent SCAQMD Regulation XV compliance, to the satisfaction of DOT. No later than the date of issuance of any building permit for the third building of the ODTC, CSMC shall achieve an AVR of 1.8 for current employees as documented for the most recent SCAQMD Regulation XV compliance, to the satisfaction of DOT.

Since the 1993 Master Plan and Development Agreement did not include a trip generation baseline for the campus, a baseline had to be established to verify that AVR and trip reduction goals are met. Based on nationally accepted trip generation rates established in the *Trip Generation Manual, 7th Edition* by the Institute of Transportation Engineers for medical facilities, the existing CSMC

campus would be forecasted to generate 2,994 vehicle trips during the p.m. peak hour. According to traffic counts taken at the CSMC campus in 2007 over a three-day period, the actual average number of p.m. peak hour trips generated by the campus is 1,921. This significant difference is likely due to the aggressive TDM program administered by CSMC. The program 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 ride home, and transit pass subsidies.

Pursuant to the most recent rideshare report filed with the SCAQMD, CSMC has attained an AVR among its full-time employees of approximately 1.4 persons per vehicle. However, this may be understating the trip-reduction benefits provided by the TDM program that CSMC currently maintains. Ultimately, the goals of any TDM program is to reduce the total number of trips generated by a project. Therefore, to streamline the reporting and monitoring process required by the Development Agreement, DOT recommends that a more appropriate measurement, instead of AVR, to meet the goals and requirements of Ordinance No. 168,847 would be the number of p.m. peak hour trips generated by the CSMC campus. Doing so would require a trip reduction target applied to the site, with annual reports submitted by CSMC to DOT to monitor compliance.

It is estimated that the existing CSMC facilities and entitled campus (including this project) has the potential to generate 4,229 p.m. peak hour trips. When factoring in a desired AVR of 1.8 persons per vehicle as provisioned by Ordinance No. 168,847, the net trip reduction is 1,223 p.m. peak hour trips. Applying this reduction to the site's total potential peak hour trips of 4,229 yields a desired campus-wide target of 3,412 p.m. peak hour trips. This represents a 19% reduction in the total potential peak hour trips generated by the campus. Therefore, DOT recommends that a target peak hour trip reduction of **19%** be applied to the CSMC campus.

As discussed above, Ordinance No. 168,847 includes both AVR and trip reduction provisions imposed on CSMC. To meet these requirements, CSMC has developed an aggressive trip-reduction program that includes the participation of approximately 3,000 of its employees. DOT recommends that the AVR requirements be removed and, instead, an overall 19% trip reduction goal be required of the CSMC campus. The two current requirements were imposed on the site to reduce the overall number of vehicle trips generated by the CSMC campus. The recommended 19% trip reduction goal would continue to address the original intent of the Ordinance provisions, but represents a more aggressive trip reduction goal than identified in the Ordinance. Also, using peak hour trips as the monitoring measurement of CSMC's overall trip generation simplifies DOT's ability to monitor, review and ensure compliance with the trip reduction requirements.

D. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic should be restricted to off-peak hours.

E. Highway Dedication and Street Widening Requirements

According to the Transportation Element of the City's General Plan, San Vicente and Beverly Boulevards are classified as Major Highways Class II, Robertson Boulevard and 3rd Street are classified as a Secondary Highways, and Alden Drive is classified as Local Street. According to the standard street dimensions of the Department of Public Works, Bureau of Engineering (BOE), a Major Highway Class II requires a 40-foot half-width roadway within a 52-foot half-width right-of-way, a Secondary Highway requires a 35-foot half-width roadway within a 45-foot half-width right-of-way, and a Local Street requires a 20-foot half-width roadway within a 30-foot half-width right-of-way.

Highway dedication and widening may be required along the streets (identified above) that front the proposed project. The applicant shall check with the Department of Public Works, Bureau of Engineering (BOE) Land Development Group to determine if there are any highway dedication, street widening and/or sidewalk requirements for this project.

F. Improvement and Mitigation Measures Implementation

All transportation improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through the B-Permit process of the Bureau of Engineering (BOE), prior to the issuance of any building permit and completed, to the satisfaction of DOT and BOE, prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator at (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

G. Parking Analysis

The project proposes to provide approximately 700 parking spaces in an adjoining parking structure. This will replace the existing 217 spaces currently provided in Parking Lot No. 2 which will be removed. The net increase of parking spaces will be 483. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

H. Driveway Access

The review of this study does not constitute approval of a driveway access and circulation scheme. Vehicular access to the CSMC campus is currently provided via five signalized intersections on the periphery of the campus. There is an internal private roadway system that leads motorists to the different parking structures within the campus. It is expected that access to the proposed project will also be via the existing internal street system. However, should any new access points be proposed, this would require separate review and approval by DOT and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3 @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachment 1: Level of Service Definitions / Significant Transportation Impact Criteria
Attachment 2: Project Land Use and Trip Generation Summary
Attachment 3: Project Impact Summary - Level of Service
Attachment 4: Mitigation Drawing for Robertson Boulevard & Alden Drive
Attachment 5: Mitigation Drawing for George Burns Road & Beverly Boulevard
Attachment 6: Conceptual Site Plan

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cc: Lisa Trifiletti, Council District No. 5
Mo Blorfroshan, Western District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
K.C. Jaeger, LLG Engineers
Adam Villani, City Planning

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION[1]

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

[1]Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

Level of Service	Final V/C Ratio	Project-Related Increase In V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

2. A local residential street shall be deemed significantly impacted[2] 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

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

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

Table 6-1
PROJECT TRIP GENERATION [1]

26-Feb-2008

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	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: 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 inpatient 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
- AM Peak Hour Trip Rate: 1.13 trips/Bed; 70% inbound; 30% outbound
- PM Peak Hour Trip Rate: 1.30 trips/Bed; 36% inbound; 64% outbound

Table 8-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

06-Mar-2008

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	[2] YEAR 2023 W/ AMBIENT GROWTH LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	[3] YEAR 2023 W/ RELATED PROJECTS LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	[4] YEAR 2023 W/PROPOSED PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	[5] YEAR 2023 W/ PROJECT MITIGATION LOS	[5] CHANGE V/C [(5)-(3)]	[5] MITI-GATED
1	Robertson Boulevard/	AM	0.914	E	1.031	F	1.312	F	1.316	F	0.004	NO	1.316	F	0.004	---
	Beverly Boulevard	PM	0.740	C	0.832	D	1.217	F	1.224	F	0.007	NO	1.224	F	0.007	---
2	Robertson Boulevard/	AM	0.481	A	0.534	A	0.825	D	0.847	D	0.022	YES	0.824	D	-0.001	YES
	Alden Drive-Gracie Allen Drive	PM	0.572	A	0.639	B	0.981	E	1.010	F	0.029	YES	0.918	E	-0.063	YES
3	Robertson Boulevard/	AM	0.701	C	0.787	C	1.168	F	1.177	F	0.009	NO	1.177	F	0.009	---
	Third Street	PM	0.659	B	0.739	C	1.216	F	1.220	F	0.004	NO	1.220	F	0.004	---
4	Robertson Boulevard/	AM	0.824	D	0.928	E	1.258	F	1.262	F	0.004	NO	1.262	F	0.004	---
	Burton Way	PM	0.872	D	0.983	E	1.268	F	1.276	F	0.008	NO	1.276	F	0.008	---
5	Robertson Boulevard/	AM	0.957	E	1.101	F	1.394	F	1.397	F	0.003	NO	1.397	F	0.003	---
	Wilshire Boulevard	PM	0.990	E	1.138	F	1.474	F	1.477	F	0.003	NO	1.477	F	0.003	---
6	George Burns Road/	AM	0.523	A	0.582	A	0.676	B	0.696	B	0.020	NO	0.646	B	-0.030	---
	Beverly Boulevard	PM	0.656	B	0.735	C	0.888	D	0.910	E	0.022	YES	0.880	D	-0.008	YES
7	George Burns Road/	AM	0.455	A	0.523	A	0.633	B	0.674	B	0.041	NO	0.674	B	0.041	---
	Gracie Allen Drive	PM	0.534	A	0.614	B	0.699	B	0.730	C	0.031	NO	0.730	C	0.031	---
8	George Burns Road-Hamel Road/	AM	0.635	B	0.710	C	0.834	D	0.847	D	0.013	NO	0.847	D	0.013	---
	Third Street	PM	0.436	A	0.482	A	0.630	B	0.648	B	0.018	NO	0.648	B	0.018	---
9	Willaman Drive/	AM	0.416	A	0.459	A	0.571	A	0.578	A	0.007	NO	0.578	A	0.007	---
	Third Street	PM	0.484	A	0.537	A	0.676	B	0.683	B	0.007	NO	0.683	B	0.007	---
10	Willaman Drive/	AM	0.713	C	0.820	D	0.941	E	0.941	E	0.000	NO	0.941	E	0.000	---
	Wilshire Boulevard	PM	0.668	B	0.768	C	0.898	D	0.898	D	0.000	NO	0.898	D	0.000	---

Table 8-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

06-Mar-2008

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	[2] YEAR 2023 W/ AMBIENT GROWTH LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	[3] YEAR 2023 W/ RELATED PROJECTS LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	[4] YEAR 2023 W/PROPOSED PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	[5] YEAR 2023 W/ PROJECT MITIGATION LOS	[5] CHANGE V/C [(5)-(3)]	[5] MITI-GATED
11	Sherbourne Drive/	AM	0.469	A	0.520	A	0.686	B	0.693	B	0.007	NO	0.693	B	0.007	---
	Third Street	PM	0.442	A	0.489	A	0.625	B	0.632	B	0.007	NO	0.632	B	0.007	---
12	San Vicente Boulevard/	AM	0.814	D	0.937	E	1.119	F	1.120	F	0.001	NO	1.120	F	0.001	---
	Melrose Avenue	PM	0.772	C	0.888	D	1.226	F	1.228	F	0.002	NO	1.228	F	0.002	---
13	San Vicente Boulevard/	AM	0.723	C	0.811	D	1.041	F	1.048	F	0.007	NO	1.048	F	0.007	---
	Beverly Boulevard	PM	0.746	C	0.838	D	1.081	F	1.089	F	0.008	NO	1.089	F	0.008	---
14	San Vicente Boulevard/	AM	0.353	A	0.387	A	0.475	A	0.480	A	0.005	NO	0.480	A	0.005	---
	Gracie Allen Drive-Beverly Center	PM	0.565	A	0.630	B	0.749	C	0.754	C	0.005	NO	0.754	C	0.005	---
15	San Vicente Boulevard/	AM	0.741	C	0.832	D	1.107	F	1.112	F	0.005	NO	1.112	F	0.005	---
	Third Street	PM	0.709	C	0.796	C	1.035	F	1.038	F	0.003	NO	1.038	F	0.003	---
16	San Vicente Boulevard-Le Doux Road/	AM	0.493	A	0.547	A	0.703	C	0.706	C	0.003	NO	0.706	C	0.003	---
	Burton Way	PM	0.585	A	0.653	B	0.887	D	0.893	D	0.006	NO	0.893	D	0.006	---
17	San Vicente Boulevard/	AM	0.759	C	0.853	D	1.054	F	1.058	F	0.004	NO	1.058	F	0.004	---
	Wilshire Boulevard	PM	0.721	C	0.810	D	1.003	F	1.006	F	0.003	NO	1.006	F	0.003	---
18	La Cienega Boulevard/	AM	0.882	D	0.994	E	1.182	F	1.191	F	0.009	NO	1.191	F	0.009	---
	Beverly Boulevard	PM	0.989	E	1.118	F	1.573	F	1.576	F	0.003	NO	1.576	F	0.003	---
19	La Cienega Boulevard/	AM	0.825	D	0.929	E	1.208	F	1.213	F	0.005	NO	1.213	F	0.005	---
	Third Street	PM	0.873	D	0.984	E	1.364	F	1.366	F	0.002	NO	1.366	F	0.002	---
20	La Cienega Boulevard/	AM	0.822	D	0.925	E	1.226	F	1.230	F	0.004	NO	1.230	F	0.004	---
	San Vicente Boulevard	PM	0.732	C	0.822	D	1.178	F	1.184	F	0.006	NO	1.184	F	0.006	---

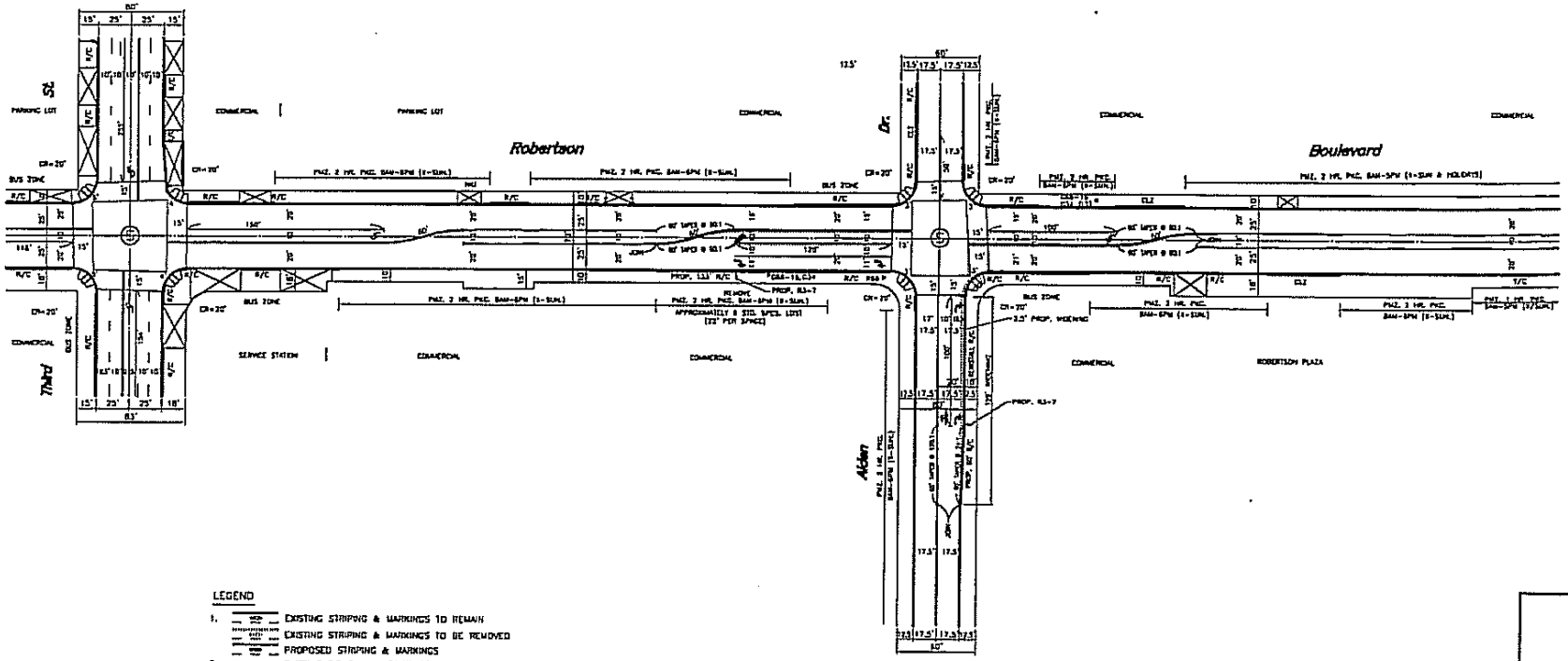
Table 8-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

06-Mar-2006

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
21	La Cienega Boulevard/ Wilshire Boulevard	AM	0.976	E	1.122	F	1.446	F	1.449	F	0.003	NO	1.449	F	0.003	---
		PM	0.996	E	1.145	F	1.495	F	1.497	F	0.002	NO	1.497	F	0.002	---
22	Orlando Avenue/ Third Street	AM	0.740	C	0.831	D	0.955	E	0.957	E	0.002	NO	0.957	E	0.002	---
		PM	0.706	C	0.793	C	1.003	F	1.005	F	0.002	NO	1.005	F	0.002	---

City of Los Angeles intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS • PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

LINSCOTT LAW & GREENSPAN — TRANSPORTATION PLANNING – TRAFFIC ENGINEERING – PARKING

AS BUILT

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
GLORIA J. JEFF, GENERAL MANAGER

ROBERTSON BOULEVARD
THIRD ST. TO ALDEN DR.

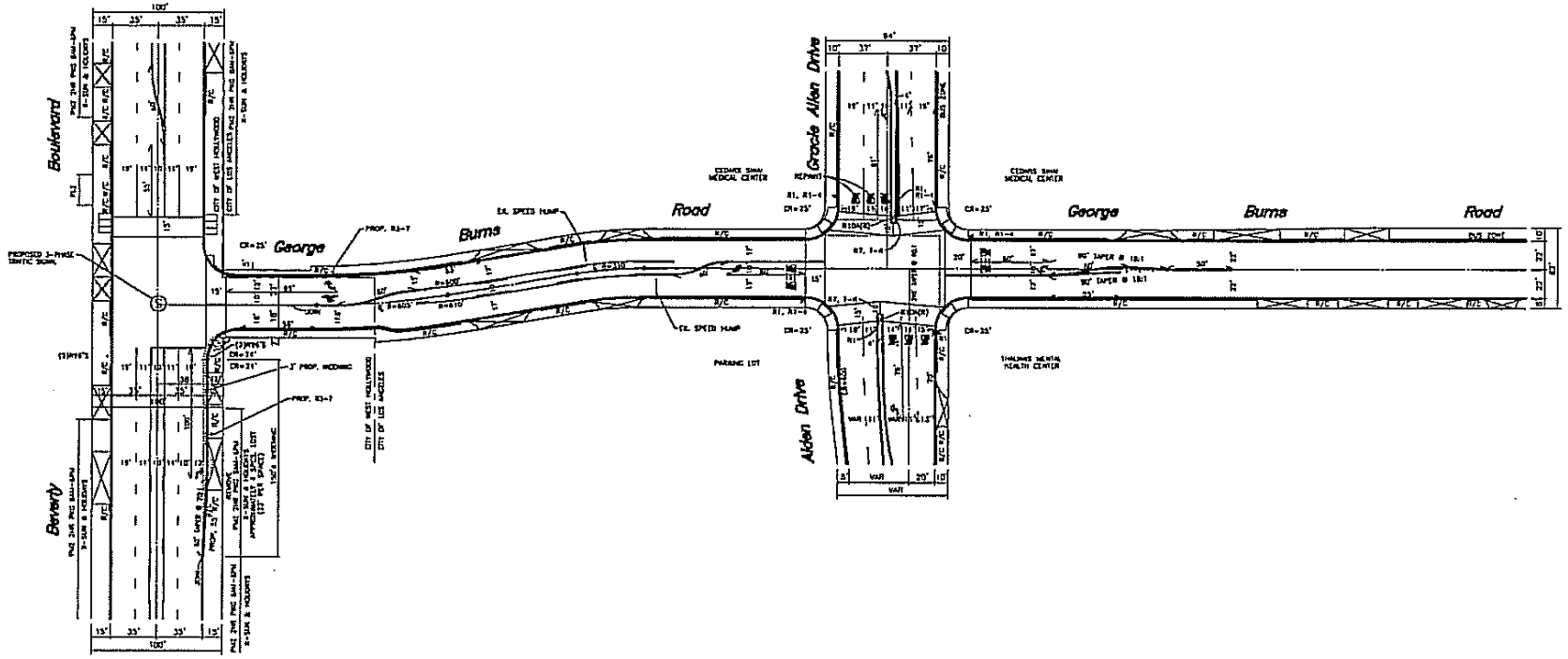
PROJECT NO. 00000 | DRAWING NO. A-00000 | 1/1

CITY OF LOS ANGELES — CITY ENGINEER

SCALES | SHEET | INDEX NUMBER

ATTACHMENT 4

CEN08-4678_CEDARS-SINAI MC



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS · PROPOSED SIGNS ▸ REMOVE SIGNS
3. (5) SIGNALIZED INTERSECTION
4. R/C EXISTING RED CURB
   R/C PROPOSED RED CURB

INSTALLATION DATES

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
GLORIA J. JEFF, General Manager

GEORGE BURNS ROAD

BEVERLY BLVD. TO ALDEN DR./GRACIE ALLEN DR.

632-J1 | H.W.

SCALE: 1"=40'

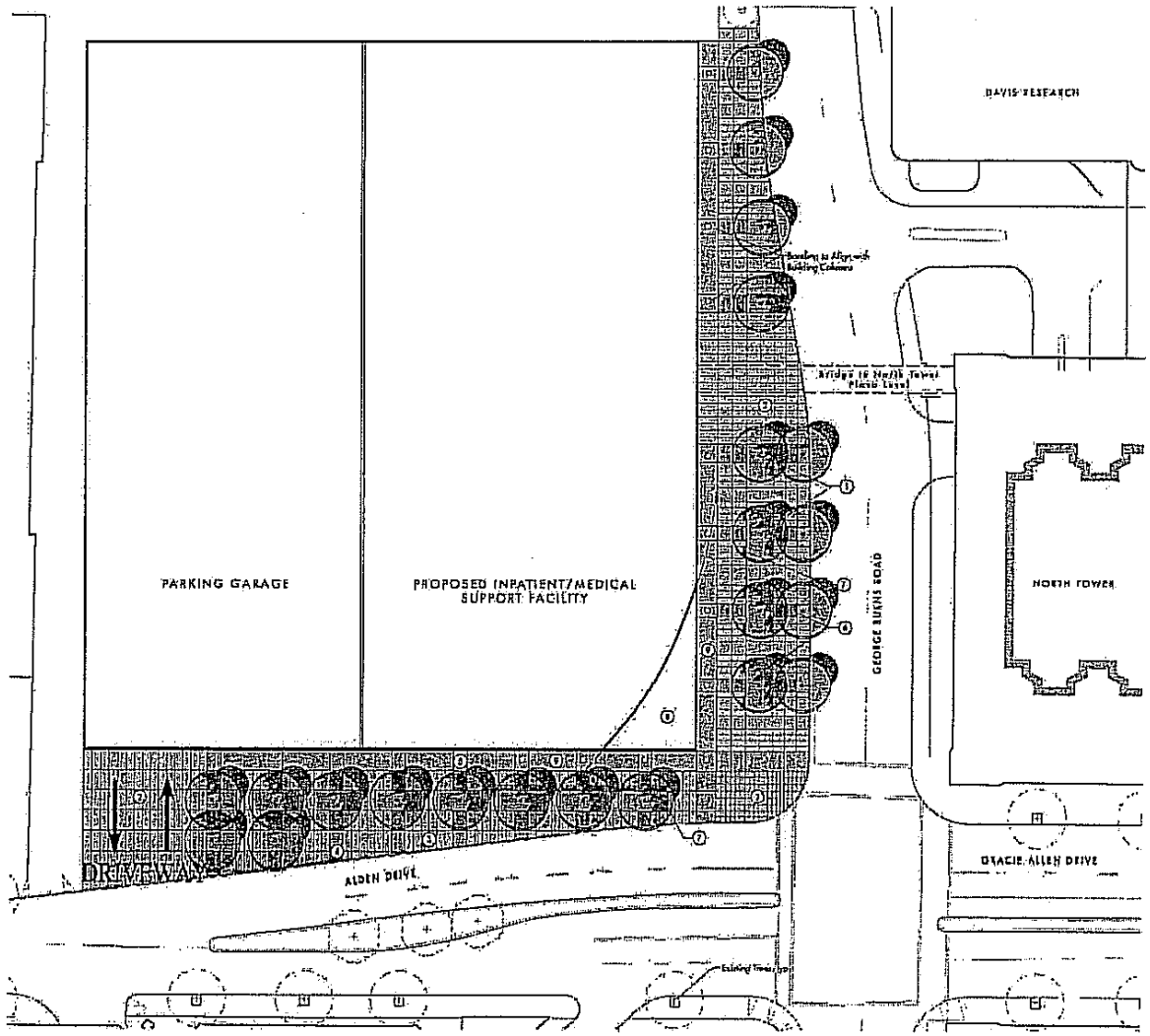
CITY OF LOS ANGELES
CITY ENGINEER
VINTAUT B. TROJAN

TRANSPORTATION PLANNING – TRAFFIC ENGINEERING – PARKING

SCALES | SHEET | INDEX NUMBER

ATTACHMENT 5

CEN08-4678_CEDARS-SINAI MC



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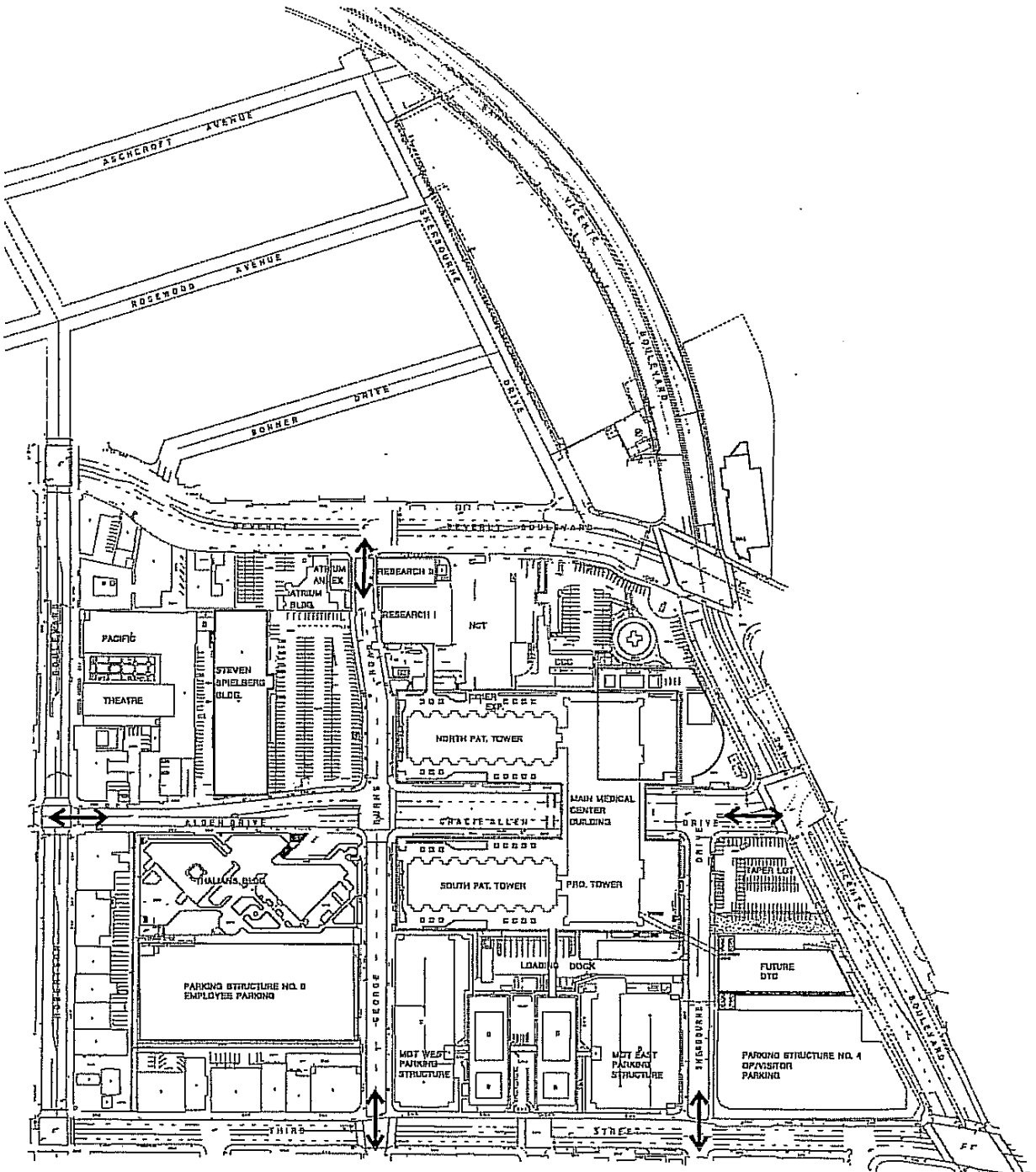
NOT TO SCALE

SOURCE: HOK

FIGURE 2-1
PROPOSED PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT



NOT TO SCALE

FIGURE 3-1
CSMC CAMPUS ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

o:\job_file\2843\csmcproj\dwg\3-1.dwg LDP 10:45:58 02/26/2008 rodriquez

APPENDIX G

CITY OF WEST HOLLYWOOD TRAFFIC IMPACT ANALYSIS

MEMORANDUM

To:	Dwight Steinert Planning Associates, Inc.	Date:	11-Nov-08
From:	David S. Shender Kevin (K.C.) Jaeger Linscott, Law & Greenspan, Engineers	LLG Ref:	1-99-2843-1
Subject:	Cedars-Sinai Medical Center Project Supplemental City of West Hollywood Traffic Impact Analysis		

LINSCOTT LAW & GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
236 N. Chester Avenue
Suite 200
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG Engineers) to summarize the supplemental traffic impact analysis (TIA) prepared for the Cedars-Sinai Medical Center (CSMC) project based on City of West Hollywood threshold criteria. As you are aware, LLG Engineers has prepared a formal traffic study report (dated June 23, 2008) under the guidance of the City of Los Angeles Department of Transportation (LADOT) which has been reviewed and approved. The supplemental TIA was focused to evaluate the potential traffic impacts of the CSMC project at six (6) West Hollywood intersections located in the vicinity of the CSMC campus. The following six West Hollywood study intersections have been evaluated in the supplemental TIA:

1. Robertson Boulevard/Beverly Boulevard
6. George Burns Road/Beverly Boulevard
12. San Vicente Boulevard/Melrose Avenue
13. San Vicente Boulevard/Beverly Boulevard
23. Doheny Drive/Beverly Boulevard
24. Robertson Boulevard/Melrose Avenue

It should be noted that the six study intersections include four intersections (Nos. 1, 6, 12 and 13) requested for analysis by LADOT and two additional study intersections (Nos. 23 and 24) identified for analysis by West Hollywood.

The supplemental TIA prepared for the proposed CSMC project includes the preparation of intersection Level of Service calculations to evaluate the potential impacts of the project development program based on West Hollywood threshold criteria.

Briefly, it is concluded that the proposed project is expected to create a significant impact at one of the six West Hollywood study intersections (No. 6, George Burns Road/Beverly Boulevard) based on the City of West Hollywood threshold criteria. This finding is consistent with the conclusion regarding potential significant traffic impacts provided in the Draft SEIR (page 212) that the George Burns Road/Beverly Boulevard intersection would be significantly impacted by the proposed project based on the City of Los Angeles' threshold criteria. Transportation mitigation measures recommended for the forecast impact at the subject study intersection are expected to reduce the potentially significant project-related impact to less than significant levels.

Level of Service Analysis

The six study intersections recommended for analysis by the City of West Hollywood were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in the attached Appendix.

The relative impact of the added project traffic volumes to be generated by the proposed Cedars-Sinai Medical Center project during the weekday AM, mid-day and PM peak hours was evaluated based on analysis of future operating conditions at the six West Hollywood study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic at each West Hollywood study intersection was identified using the City's established traffic impact threshold criteria. According to the City's established criteria, a significant transportation impact is determined based on the data presented below.

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
≥ 0.901	E and F	equal to or greater than 0.020

The sliding scale method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above. By comparison, the City of Los Angeles' impact criteria (provided on Table 27, page 181 of the Draft SEIR) is significantly more strict as the significance thresholds are twice as stringent as the City of West Hollywood's thresholds for intersections forecast to operate at LOS E or F. Further, the City of West Hollywood significance thresholds do not apply to intersections forecast to operate at LOS D or better (the City of Los Angeles criteria provides significance threshold for intersections forecast to operate at LOS C and D). Thus, the City of Los Angeles significance thresholds used in the traffic analysis provided in the Draft SEIR provide for a more stringent review of potential traffic impacts as compared to the West Hollywood thresholds.

The existing and future year traffic volumes at the six West Hollywood study intersections are illustrated in graphics contained in the attached Appendix as listed below:

- Existing Traffic Volumes - AM, Mid-Day and PM Peak Hour (Figures A-1, A-2 and A-3, respectively)

- Future Pre-Project Traffic Volumes - AM, Mid-Day and PM Peak Hour (Figures B-1, B-2 and B-3, respectively)
- Project Traffic Volumes - AM, Mid-Day and PM Peak Hour (Figures C-1, C-2 and C-3, respectively)
- Future With Project Traffic Volumes - AM, Mid-Day and PM Peak Hour (Figures D-1, D-2 and D-3, respectively)

As shown in column [4] of ***Table A***, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create a significant impact at one of the six West Hollywood study intersections. The proposed project is expected to create a significant impact at the following location according to the City's impact criteria during the peak hour shown below with the addition of ambient growth, related projects traffic, and project-related traffic:

- Int. No. 6: George Burns Road/Beverly Boulevard

PM peak hour *v/c* ratio increase of 0.022 [to 0.951 (LOS E) to 0.929 (LOS E)]

Incremental, but not significant, impacts are noted at the remaining five West Hollywood study intersections as presented in *Table A*.

Transportation Improvement Measures

The following paragraphs summarize the recommended transportation mitigation measures for the subject study intersections.

- 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 to 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). A copy of the conceptual roadway mitigation improvement plan for the George Burns Road/Beverly Boulevard intersection is contained in the attached Appendix.

  As indicated in *Table A*, 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 0.918 (LOS E) from 0.951 (LOS E) with the proposed project during the PM peak hour.

It should be noted that in its letter dated October 27, 2008, commenting on the Draft SEIR, the City of West Hollywood has approved, in concept, the recommended mitigation measures for the George Burns Road/Beverly Boulevard intersection as described in the Draft SEIR on pages 216 and 217. A concept sketch of the recommended mitigation is included in the Appendix E Traffic Impact Study of the Draft SEIR and a concept plan was provided to LADOT to demonstrate the feasibility of the measure. The Draft SEIR notes on page 216 that the intersection is located within the City of West Hollywood and thus implementation of the recommended mitigation is beyond the control of the Lead Agency (the City of Los Angeles). The Applicant has indicated that it will direct its consultants to prepare and submit plans (in 1"=20' scale) associated with the mitigation measure to the City of West Hollywood Transportation Division.

It is noted on page 216 of the Draft SEIR that the recommended mitigation measure would potentially cause the need to remove approximately 4 existing street parking spaces along the south side of Beverly Boulevard west of George Burns Road. These parking spaces are primarily adjacent to property owned by CSMC, which provides required off-street parking for its use. Thus, the removal of these street parking spaces is expected to result is less than significant secondary impacts. However, the Applicant has indicated that it will coordinate with City of West Hollywood representatives to determine potential measures to off-set the removal of parking spaces along the south side of Beverly Boulevard, west of George Burns Road in conjunction with implementation of the recommended mitigation measure.

Please feel free to contact us should you have any questions or comments regarding this addendum traffic analysis.

Attachments

cc: Elisa Paster, Paul Hastings
File

Table A
CITY WEST HOLLYWOOD TRAFFIC IMPACT ANALYSIS SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

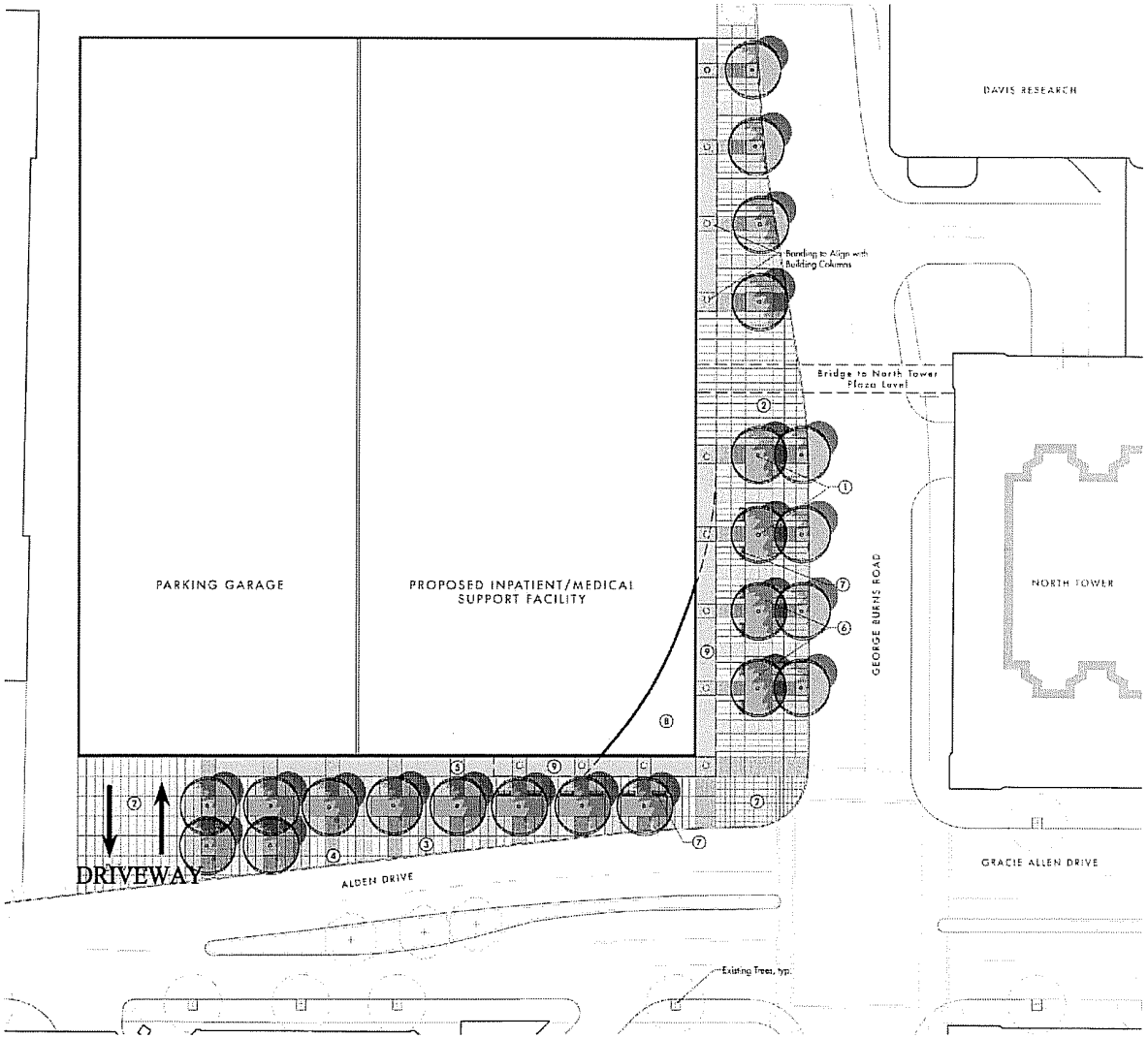
11-Nov-2008

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	[2] YEAR 2023 W/ AMBIENT GROWTH LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	[3] YEAR 2023 W/ RELATED PROJECTS LOS	[4] YEAR 2023 W/PROPOSED PROJECT V/C	[4] YEAR 2023 W/PROPOSED PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT (A)	[5] YEAR 2023 W/ PROJECT MITIGATION V/C	[5] YEAR 2023 W/ PROJECT MITIGATION LOS	[5] CHANGE V/C [(5)-(3)]	[5] MITI-GATED (B)
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	---
		Mid-day	0.696	B	0.781	C	1.181	F	1.188	F	0.007	NO	1.188	F	0.007	---
		PM	0.740	C	0.832	D	1.232	F	1.239	F	0.007	NO	1.239	F	0.007	---
6	George Burns Road/ Beverly Boulevard	AM	0.523	A	0.582	A	0.695	B	0.715	C	0.020	NO	0.646	B	-0.049	---
		Mid-day	0.495	A	0.550	A	0.550	A	0.550	A	0.000	NO	0.489	A	-0.061	---
		PM	0.656	B	0.735	C	0.929	E	0.951	E	0.022	YES	0.918	E	-0.011	YES
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	---
		Mid-day	0.520	A	0.578	A	0.923	E	0.925	E	0.002	NO	0.925	E	0.002	---
		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	---
		Mid-day	0.630	B	0.705	C	0.964	E	0.972	E	0.008	NO	0.972	E	0.008	---
		PM	0.746	C	0.838	D	1.100	F	1.109	F	0.009	NO	1.109	F	0.009	---
23	Doheny Drive/ Beverly Boulevard	AM	0.781	C	0.878	D	0.938	E	0.939	E	0.001	NO	0.939	E	0.001	---
		Mid-day	0.771	C	0.868	D	0.981	E	0.984	E	0.003	NO	0.984	E	0.003	---
		PM	0.830	D	0.935	E	1.048	F	1.051	F	0.003	NO	1.051	F	0.003	---
24	Robertson Boulevard/ Melrose Avenue	AM	0.721	C	0.809	D	1.125	F	1.127	F	0.002	NO	1.127	F	0.002	---
		Mid-day	0.672	B	0.753	C	1.175	F	1.177	F	0.002	NO	1.177	F	0.002	---
		PM	0.777	C	0.874	D	1.295	F	1.297	F	0.002	NO	1.297	F	0.002	---

(A) City of West Hollywood intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.900	E,F	equal to or greater than 0.020

(B) The recommended mitigation for the George Burns Road/Beverly Boulevard intersection consists of widening along the south side of Beverly Boulevard to provide an eastbound right-turn only lane (i.e., the eastbound approach configuration would include one two-way left-turn lane, two through lanes and one right-turn only lane). This improvement will require the removal of approximately four on-street parking spaces along the south side of Beverly Boulevard west of George Burns Road. Also, restripe the northbound approach on George Burns Road to provide one shared left-turn/through lane and one right-turn only lane.



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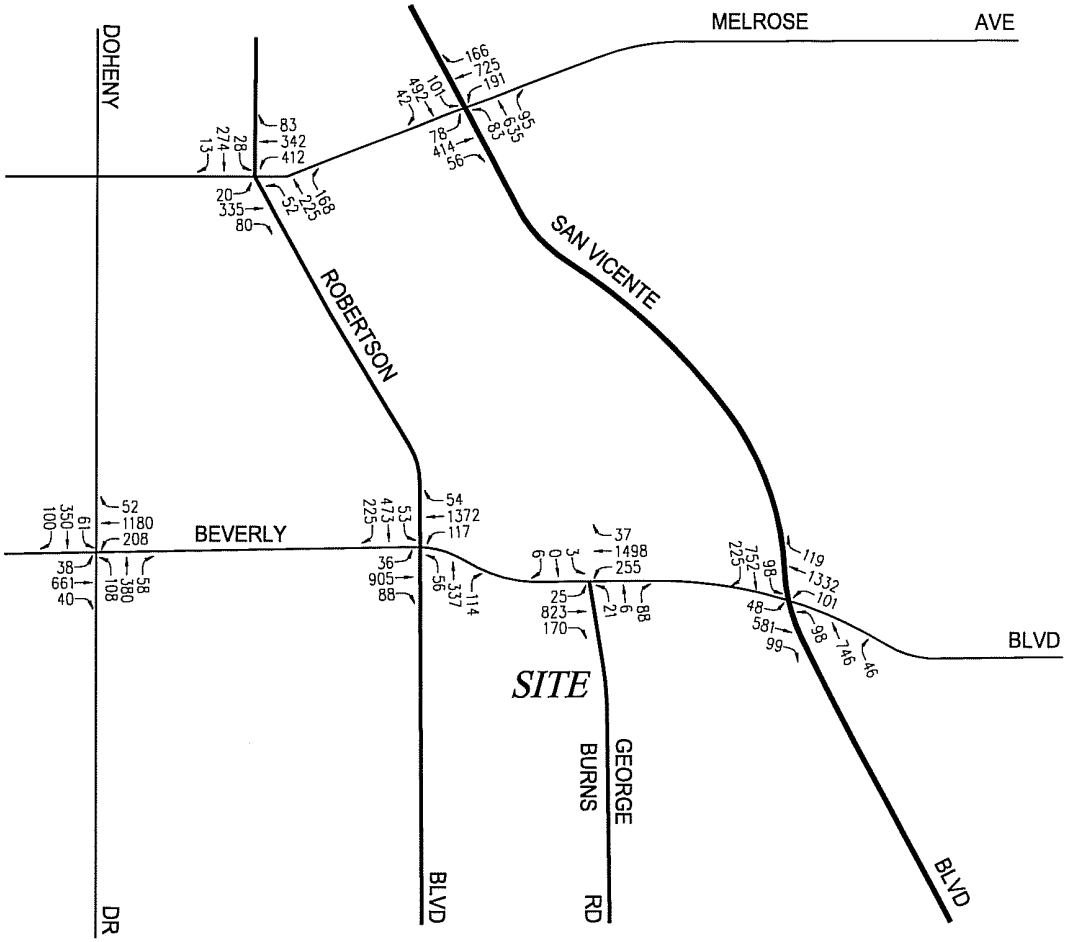
NOT TO SCALE

SOURCE: HOK

FIGURE A
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT



NOT TO SCALE

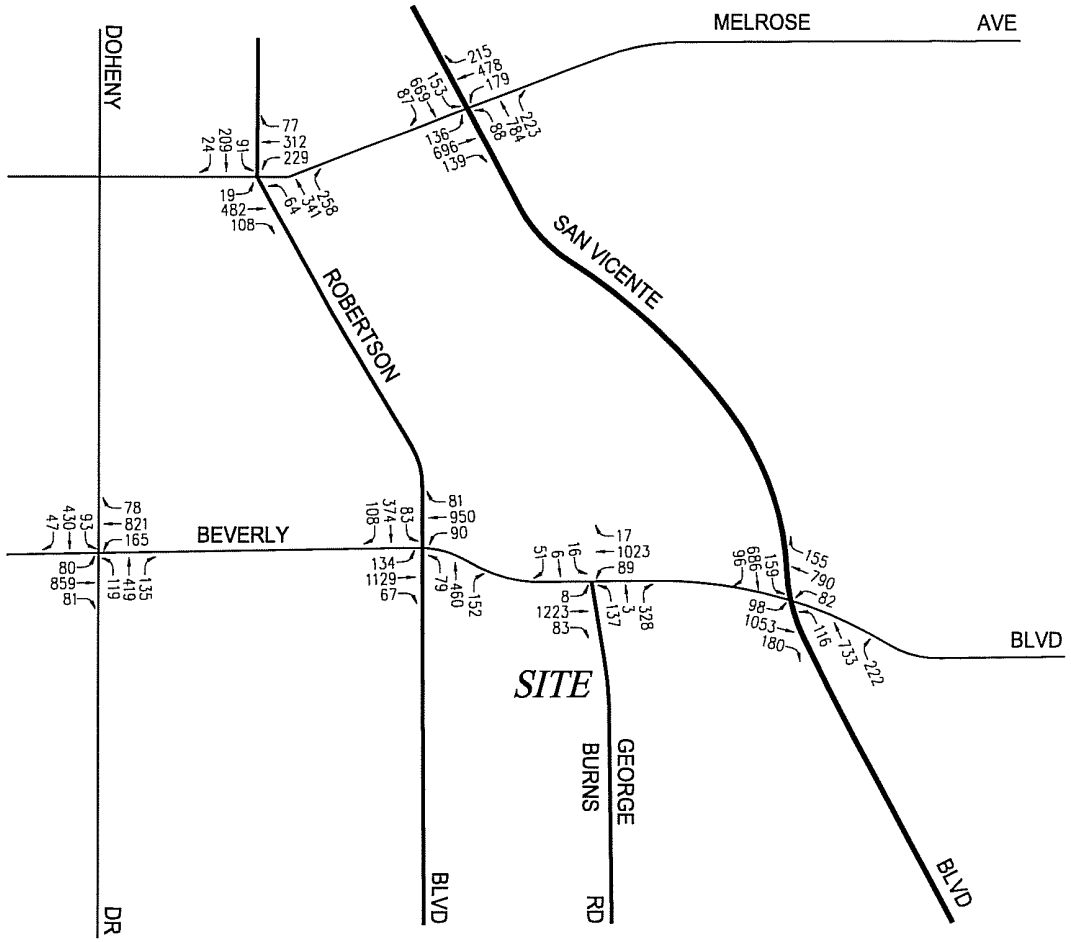
MAP SOURCE: THOMAS BROS. GUIDE

FIGURE A-1
EXISTING TRAFFIC VOLUMES

AM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: THOMAS BROS. GUIDE

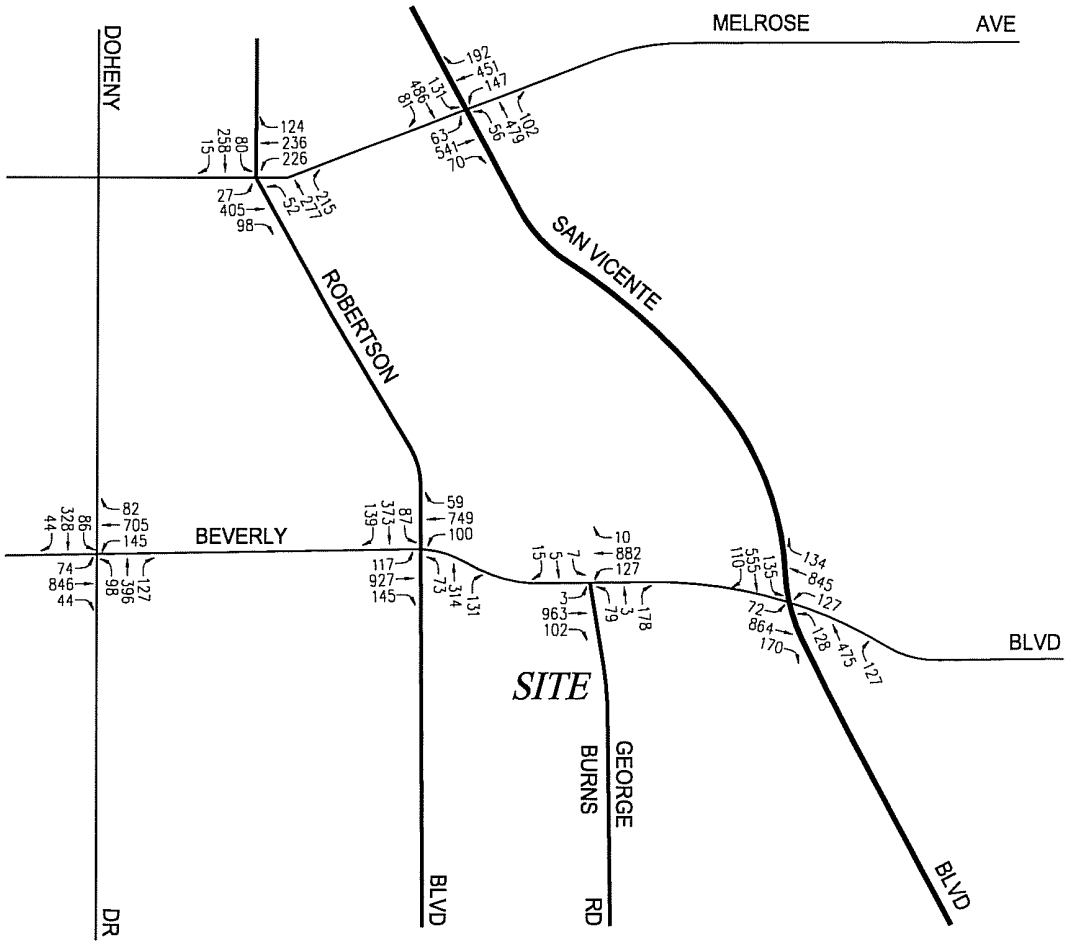
NOT TO SCALE

FIGURE A-2
EXISTING TRAFFIC VOLUMES

PM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: THOMAS BROS. GUIDE

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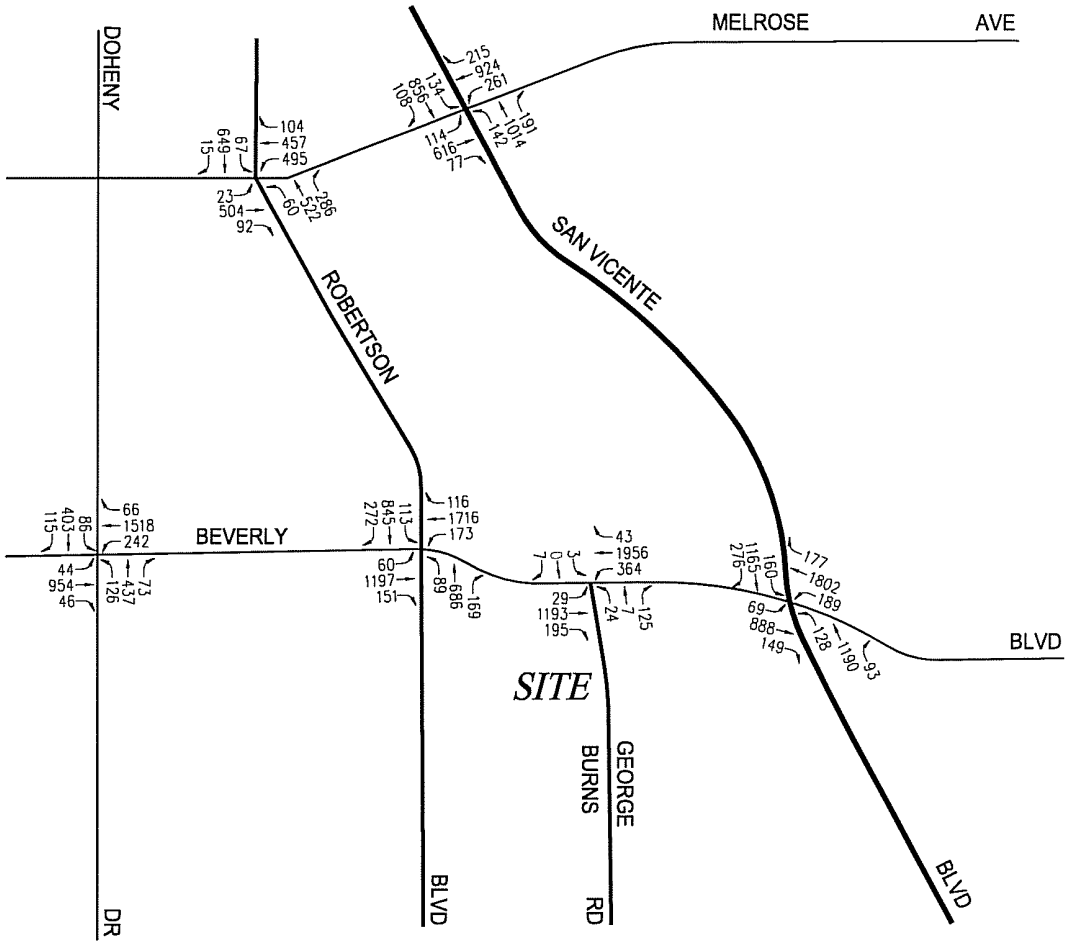
FIGURE A-3
EXISTING TRAFFIC VOLUMES

MID-DAY PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



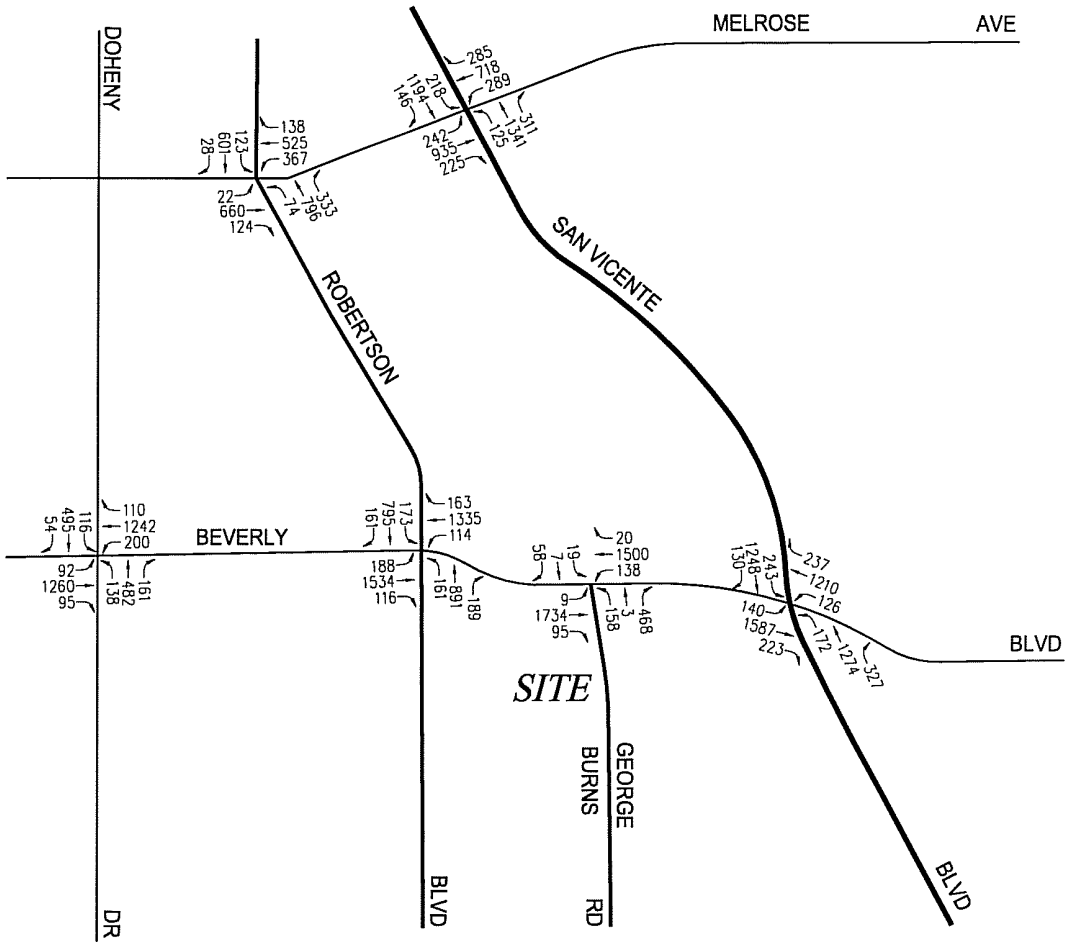
NOT TO SCALE

FIGURE B-1
FUTURE PRE-PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



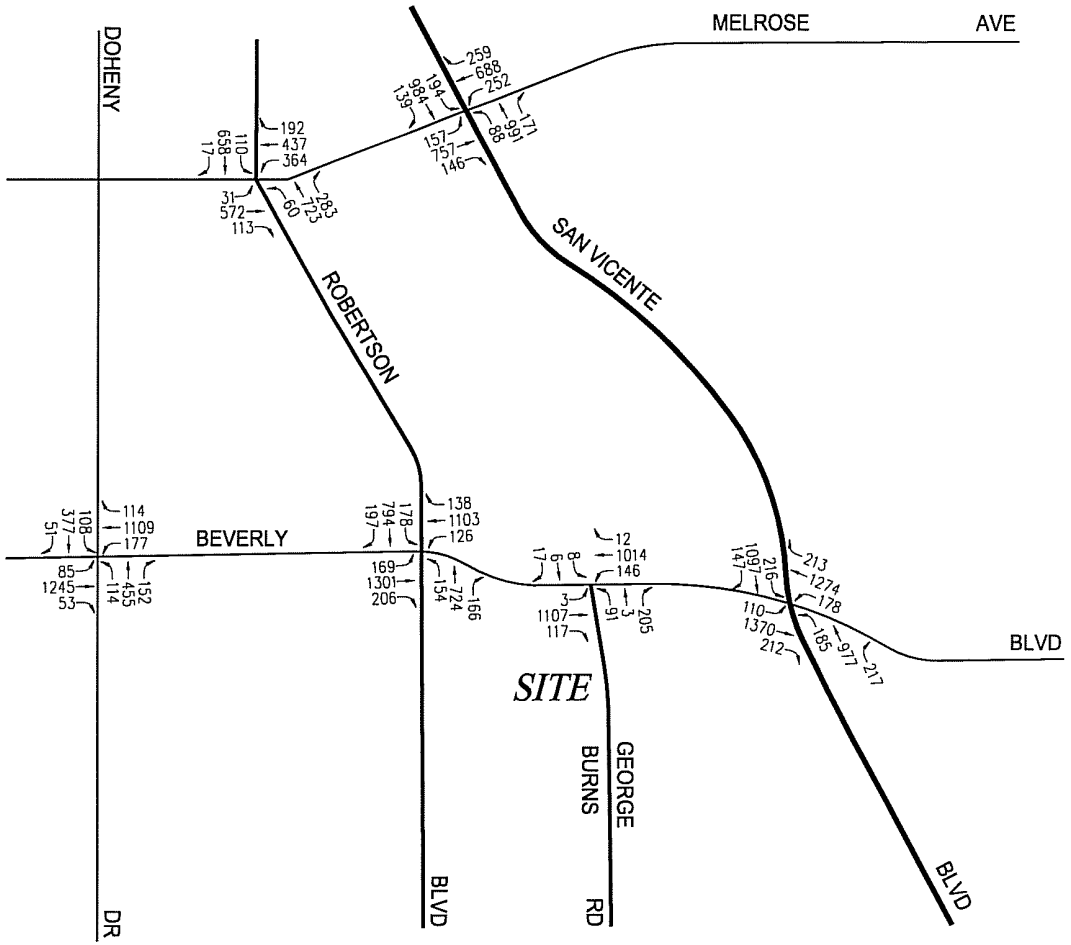
NOT TO SCALE

FIGURE B-2
FUTURE PRE-PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



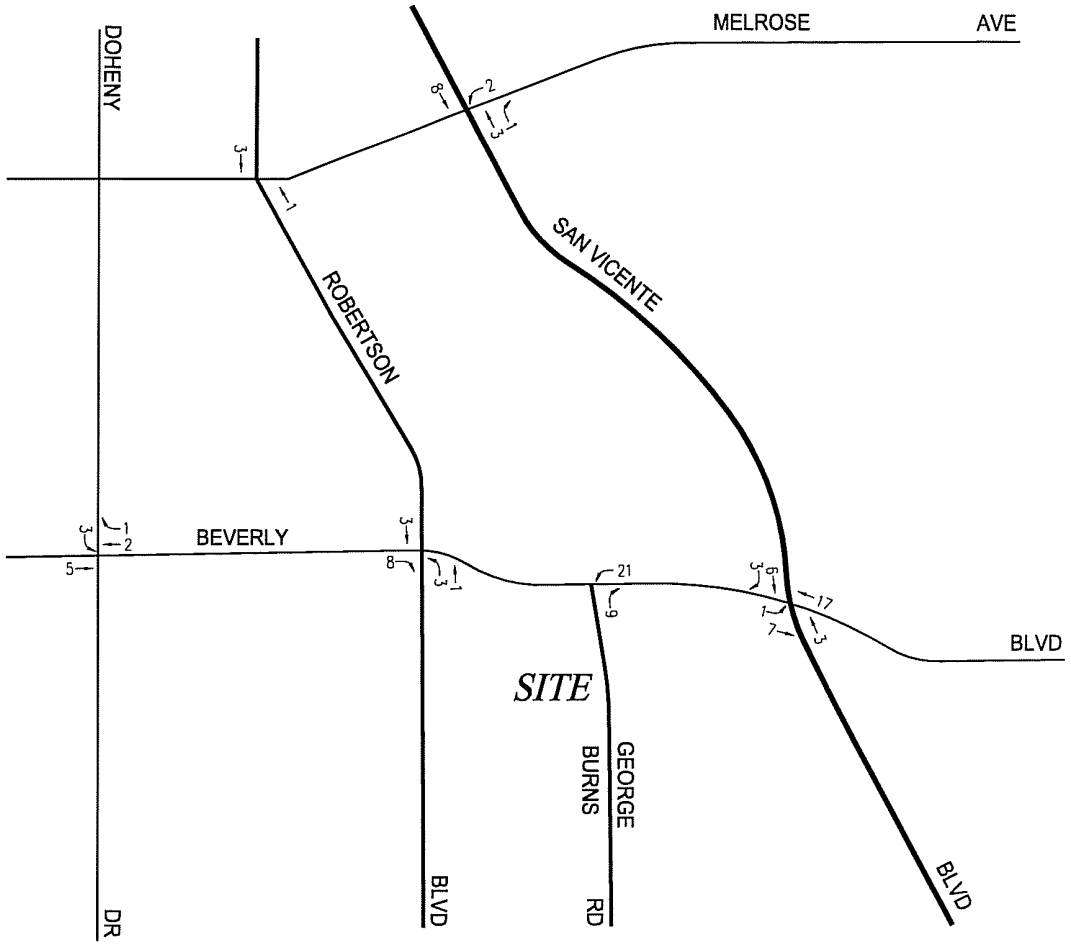
NOT TO SCALE

FIGURE B-3
FUTURE PRE-PROJECT TRAFFIC VOLUMES

MID-DAY PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



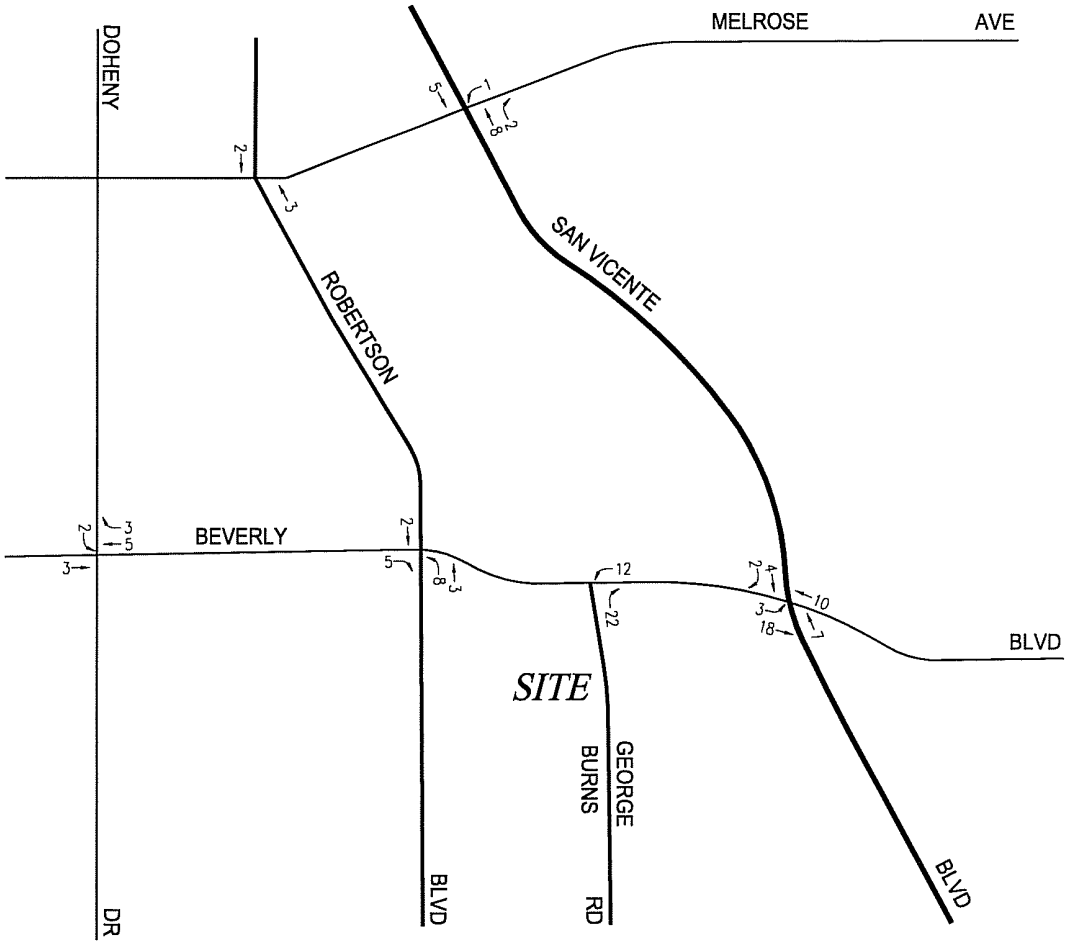
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE C-1
PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT



NOT TO SCALE

FIGURE C-2
PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

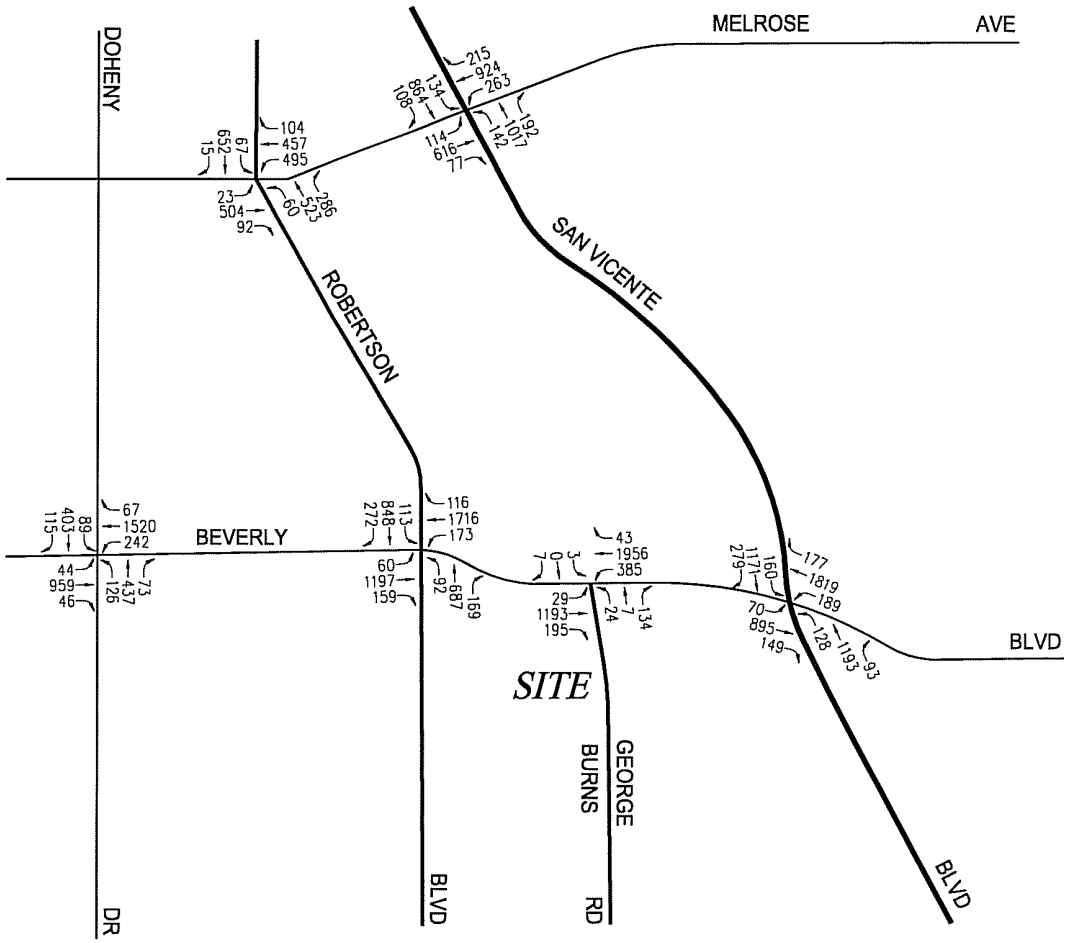
NOT TO SCALE

FIGURE C-3
PROJECT TRAFFIC VOLUMES

MID-DAY PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



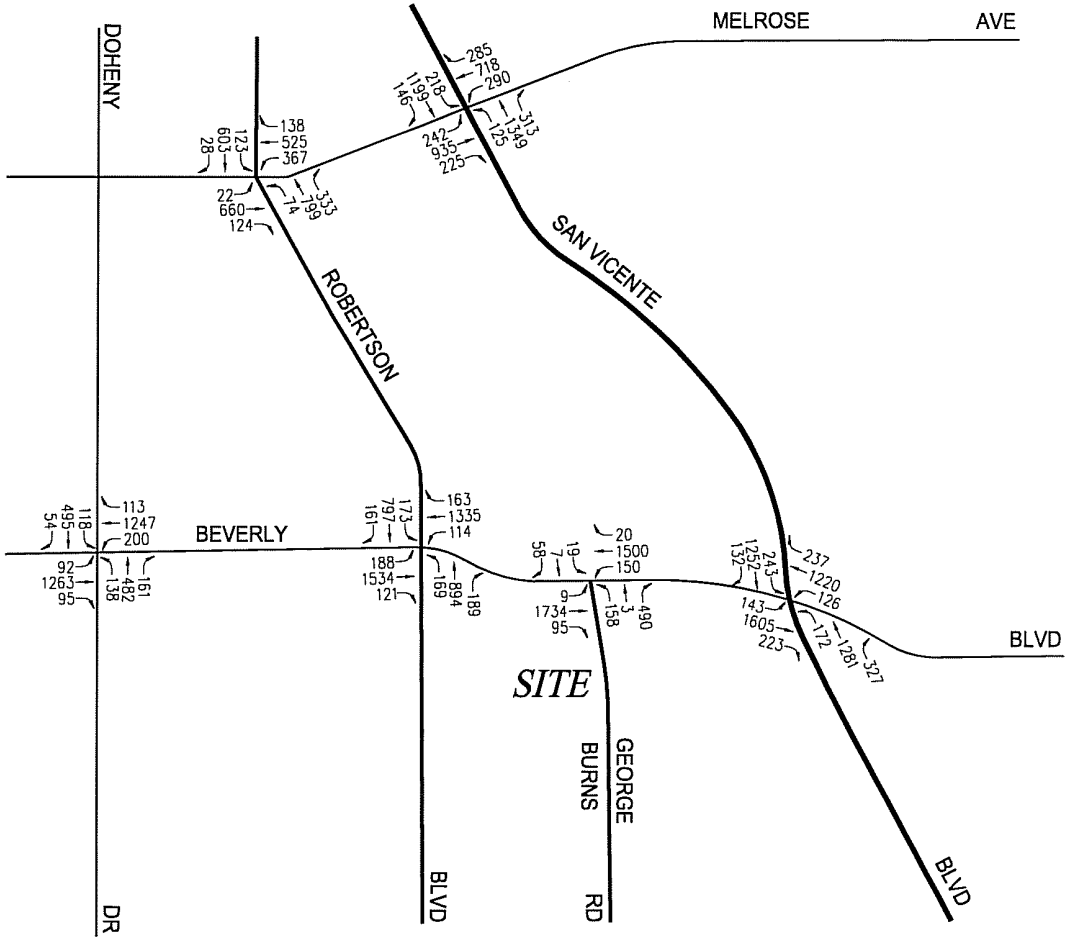
NOT TO SCALE

FIGURE D-1
FUTURE WITH PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



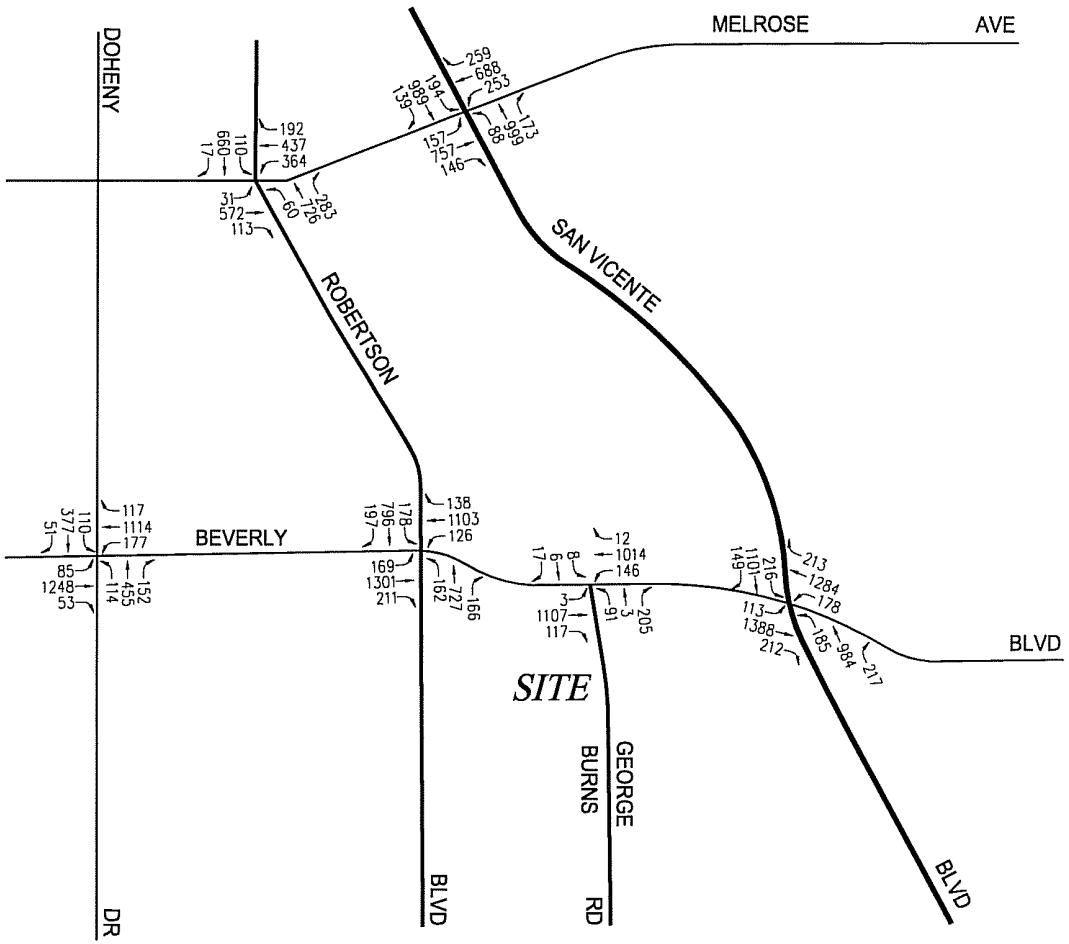
NOT TO SCALE

FIGURE D-2
FUTURE WITH PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



NOT TO SCALE

FIGURE D-3
FUTURE WITH PROJECT TRAFFIC VOLUMES

MID-DAY PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX

WEST HOLLYWOOD SUPPLEMENTAL TIA DATA

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Robertson Boulevard @ Beverly Boulevard
Peak Hour: AM
Annual Growth: 1.0%

CSMC Project - WeHo TIA

N-S St: Robertson Boulevard
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA1
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	56	1	56	8	64	1	64	25	89	1	89	3	92	1	92	0	92	1	92
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	337	1	337	51	388	1	388	298	686	1	686	1	687	1	687	0	687	1	687
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	114	1	114	17	131	1	131	38	169	1	169	0	169	1	169	0	169	1	169
Comb. L-T-R -		0				0				0				0				0	
SB Left	53	1	53	8	60	1	60	53	113	1	113	0	113	1	113	0	113	1	113
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	473	0	-	71	544	0	-	301	845	0	-	3	848	0	-	0	848	0	-
Comb. T-R		1	698			1	803			1	1117			1	1120			1	1120
SB Right	225	0	-	34	259	0	-	13	272	0	-	0	272	0	-	0	272	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	36	1	36	5	42	1	42	18	60	1	60	0	60	1	60	0	60	1	60
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	905	2	452	136	1041	2	520	156	1197	2	598	0	1197	2	598	0	1197	2	598
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	88	1	88	13	101	1	101	50	151	1	151	8	159	1	159	0	159	1	159
Comb. L-T-R -		0				0				0				0				0	
WB Left	117	1	117	18	135	1	135	38	173	1	173	0	173	1	173	0	173	1	173
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1372	2	686	206	1577	2	789	139	1716	2	858	0	1716	2	858	0	1716	2	858
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	54	1	54	8	62	1	62	54	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	753			N-S:	866			N-S:	1205			N-S:	1211			N-S:	1211
		E-W:	722			E-W:	830			E-W:	918			E-W:	918			E-W:	918
		SUM:	1476			SUM:	1697			SUM:	2123			SUM:	2129			SUM:	2129
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.914			*[1],[2]*	1.031			*[1],[2]*	1.316			*[1],[2]*	1.320			*[1],[2]*	1.320
Level of Service:			E				F				F				F				F

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

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Robertson Boulevard @ Beverly Boulevard
Peak Hour: PM
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: Robertson Boulevard
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA1
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	79	1	79	12	91	1	91	70	161	1	161	8	169	1	169	0	169	1	169
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	460	1	460	69	528	1	528	363	891	1	891	3	894	1	894	0	894	1	894
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	152	1	152	23	174	1	174	15	189	1	189	0	189	1	189	0	189	1	189
Comb. L-T-R -		0				0				0				0				0	
SB Left	83	1	83	12	95	1	95	78	173	1	173	0	173	1	173	0	173	1	173
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	374	0	-	56	430	0	-	365	795	0	-	2	797	0	-	0	797	0	-
Comb. T-R		1	482			1	554			1	956			1	958			1	958
SB Right	108	0	-	16	124	0	-	37	161	0	-	0	161	0	-	0	161	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	134	1	134	20	154	1	154	34	188	1	188	0	188	1	188	0	188	1	188
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1129	2	565	169	1299	2	649	235	1534	2	767	0	1534	2	767	0	1534	2	767
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	67	1	67	10	77	1	77	39	116	1	116	5	121	1	121	0	121	1	121
Comb. L-T-R -		0				0				0				0				0	
WB Left	90	1	90	13	103	1	103	11	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	950	2	475	143	1093	2	546	242	1335	2	667	0	1335	2	667	0	1335	2	667
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	81	1	81	12	93	1	93	70	163	1	163	0	163	1	163	0	163	1	163
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	561			N-S:	645			N-S:	1117			N-S:	1127			N-S:	1127
		E-W:	654			E-W:	753			E-W:	881			E-W:	881			E-W:	881
		SUM:	1215			SUM:	1397			SUM:	1998			SUM:	2008			SUM:	2008
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.740			*[1],[2]*	0.832			*[1],[2]*	1.232			*[1],[2]*	1.239			*[1],[2]*	1.239
Level of Service:			C				D				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

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Robertson Boulevard @ Beverly Boulevard
Peak Hour: Mid-day
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: Robertson Boulevard
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File Name: CMA1
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

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Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	73	1	73	11	84	1	84	70	154	1	154	8	162	1	162	0	162	1	162
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	314	1	314	47	361	1	361	363	724	1	724	3	727	1	727	0	727	1	727
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	131	1	131	20	151	1	151	15	166	1	166	0	166	1	166	0	166	1	166
Comb. L-T-R -		0				0				0				0				0	
SB Left	87	1	87	13	100	1	100	78	178	1	178	0	178	1	178	0	178	1	178
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	373	0	-	56	429	0	-	365	794	0	-	2	796	0	-	0	796	0	-
Comb. T-R		1	512			1	589			1	991			1	993			1	993
SB Right	139	0	-	21	160	0	-	37	197	0	-	0	197	0	-	0	197	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	117	1	117	18	135	1	135	34	169	1	169	0	169	1	169	0	169	1	169
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	927	2	464	139	1066	2	533	235	1301	2	651	0	1301	2	651	0	1301	2	651
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	145	1	145	22	167	1	167	39	206	1	206	5	211	1	211	0	211	1	211
Comb. L-T-R -		0				0				0				0				0	
WB Left	100	1	100	15	115	1	115	11	126	1	126	0	126	1	126	0	126	1	126
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	749	2	375	112	861	2	431	242	1103	2	552	0	1103	2	552	0	1103	2	552
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	59	1	59	9	68	1	68	70	138	1	138	0	138	1	138	0	138	1	138
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	585			N-S:	673			N-S:	1145			N-S:	1155			N-S:	1155
		E-W:	564			E-W:	648			E-W:	777			E-W:	777			E-W:	777
		SUM:	1149			SUM:	1321			SUM:	1921			SUM:	1931			SUM:	1931
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.696			*[1],[2]*	0.781			*[1],[2]*	1.181			*[1],[2]*	1.188			*[1],[2]*	1.188
Level of Service:			B				C				F				F				F

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

George Burns Road @ Beverly Boulevard
Peak Hour: AM
Annual Growth: 1.0%

CSMC Project - WeHo TIA

N-S St: George Burns Road
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA2
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	21	1	21	3	24	1	24	0	24	1	24	0	24	1	24	0	24	0	-
Comb. L-T		0	-			0	-			0	-			0	-			1	31
NB Thru	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. T-R		1	94			1	108			1	132			1	141			0	-
NB Right	88	0	-	13	101	0	-	24	125	0	-	9	134	0	-	0	134	1	134
Comb. L-T-R -		0				0				0				0				0	
SB Left	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	9	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	25	1	25	4	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	823	1	496	123	947	1	571	246	1193	1	694	0	1193	1	694	0	1193	2	596
Comb. T-R		1	496			1	571			1	694			1	694			0	-
EB Right	170	0	-	25	195	0	-	0	195	0	-	0	195	0	-	0	195	1	195
Comb. L-T-R -		0				0				0				0				0	
WB Left	255	1	255	38	293	1	293	71	364	1	364	21	385	1	385	0	385	1	385
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1498	1	768	225	1723	1	883	233	1956	1	999	0	1956	1	999	0	1956	1	999
Comb. T-R		1	768			1	883			1	999			1	999			1	999
WB Right	37	0	-	6	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	97			N-S:	112			N-S:	136			N-S:	145			N-S:	35
		E-W:	793			E-W:	912			E-W:	1058			E-W:	1079			E-W:	1028
		SUM:	890			SUM:	1023			SUM:	1193			SUM:	1223			SUM:	1063
No. of Phases:			2				2				2				2				3
Volume / Capacity:		*[1]*	0.523			*[1],[2]*	0.582			*[1],[2]*	0.695			*[1],[2]*	0.715			*[1],[2]*	0.646
Level of Service:			A				A				B				C				B

Assumptions:
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NB Left	137	1	137	21	158	1	158	0	158	1	158	0	158	1	158	0	158	0	-
Comb. L-T		0	-			0	-			0	-			0	-			1	161
NB Thru	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. T-R		1	331			1	381			1	472			1	494			0	-
NB Right	328	0	-	49	377	0	-	91	468	0	-	22	490	0	-	0	490	1	490
Comb. L-T-R -		0				0				0				0				0	
SB Left	16	0	-	2	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	6	0	73	1	7	0	84	0	7	0	84	0	7	0	84	0	7	0	84
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	51	0	-	8	58	0	-	0	58	0	-	0	58	0	-	0	58	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	8	1	8	1	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1223	1	653	183	1407	1	751	327	1734	1	914	0	1734	1	914	0	1734	2	867
Comb. T-R		1	653			1	751			1	914			1	914			0	-
EB Right	83	0	-	12	95	0	-	0	95	0	-	0	95	0	-	0	95	1	95
Comb. L-T-R -		0				0				0				0				0	
WB Left	89	1	89	13	102	1	102	36	138	1	138	12	150	1	150	0	150	1	150
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1023	1	520	153	1177	1	598	323	1500	1	760	0	1500	1	760	0	1500	1	760
Comb. T-R		1	520			1	598			1	760			1	760			1	760
WB Right	17	0	-	3	20	0	-	0	20	0	-	0	20	0	-	0	20	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	347			N-S:	400			N-S:	491			N-S:	513			N-S:	434
		E-W:	742			E-W:	853			E-W:	1053			E-W:	1065			E-W:	1017
		SUM:	1089			SUM:	1253			SUM:	1543			SUM:	1577			SUM:	1451
No. of Phases:			2				2				2				2				3
Volume / Capacity:		*[1]*	0.656			*[1],[2]*	0.735			*[1],[2]*	0.929			*[1],[2]*	0.951			*[1],[2]*	0.918
Level of Service:			B				C				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

George Burns Road @ Beverly Boulevard
Peak Hour: Mid-day
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: George Burns Road
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA2
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	79	1	79	12	91	1	91	0	91	1	91	0	91	1	91	0	91	0	-
Comb. L-T		0	-			0	-			0	-			0	-			1	94
NB Thru	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. T-R		1	181			1	208			1	208			1	208			0	-
NB Right	178	0	-	27	205	0	-	0	205	0	-	0	205	0	-	0	205	1	205
Comb. L-T-R -		0				0				0				0				0	
SB Left	7	0	-	1	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	5	0	27	1	6	0	31	0	6	0	31	0	6	0	31	0	6	0	31
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	15	0	-	2	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	963	1	533	144	1107	1	612	0	1107	1	612	0	1107	1	612	0	1107	2	554
Comb. T-R		1	533			1	612			1	612			1	612			0	-
EB Right	102	0	-	15	117	0	-	0	117	0	-	0	117	0	-	0	117	1	117
Comb. L-T-R -		0				0				0				0				0	
WB Left	127	1	127	19	146	1	146	0	146	1	146	0	146	1	146	0	146	1	146
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	882	1	446	132	1014	1	513	0	1014	1	513	0	1014	1	513	0	1014	1	513
Comb. T-R		1	446			1	513			1	513			1	513			1	513
WB Right	10	0	-	2	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	188			N-S:	216			N-S:	216			N-S:	216			N-S:	140
		E-W:	660			E-W:	758			E-W:	758			E-W:	758			E-W:	700
		SUM:	848			SUM:	975			SUM:	975			SUM:	975			SUM:	840
No. of Phases:			2				2				2				2				3
Volume / Capacity:		*[1]*	0.495			*[1],[2]*	0.550			*[1],[2]*	0.550			*[1],[2]*	0.550			*[1],[2]*	0.489
Level of Service:			A				A				A				A				A

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Melrose Avenue
Peak Hour: AM
Annual Growth: 1.0%

CSMC Project - WeHo TIA

N-S St: San Vicente Boulevard
E-W St: Melrose Avenue
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA3
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	83	1	83	12	95	1	95	47	142	1	142	0	142	1	142	0	142	1	142
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	635	2	318	95	731	2	365	283	1014	2	507	3	1017	2	508	0	1017	2	508
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	95	1	95	14	109	1	109	82	191	1	191	1	192	1	192	0	192	1	192
Comb. L-T-R -		0				0				0				0				0	
SB Left	101	1	101	15	116	1	116	18	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	492	2	246	74	566	2	283	290	856	2	428	8	864	2	432	0	864	2	432
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	42	1	42	6	49	1	49	59	108	1	108	0	108	1	108	0	108	1	108
Comb. L-T-R -		0				0				0				0				0	
EB Left	78	1	78	12	89	1	89	25	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	414	1	235	62	476	1	270	140	616	1	347	0	616	1	347	0	616	1	347
Comb. T-R		1	235			1	270			1	347			1	347			1	347
EB Right	56	0	-	8	64	0	-	13	77	0	-	0	77	0	-	0	77	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	191	1	191	29	220	1	220	41	261	1	261	2	263	1	263	0	263	1	263
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	725	1	725	109	834	1	834	90	924	1	924	0	924	1	924	0	924	1	924
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	166	1	166	25	190	1	190	25	215	1	215	0	215	1	215	0	215	1	215
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	419			N-S:	481			N-S:	641			N-S:	642			N-S:	642
		E-W:	803			E-W:	923			E-W:	1038			E-W:	1038			E-W:	1038
		SUM:	1222			SUM:	1405			SUM:	1679			SUM:	1681			SUM:	1681
No. of Phases:			2				2				2				2				2
Volume / Capacity:			0.814				0.937				1.120				1.121				1.121
Level of Service:			D				E				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: Melrose Avenue
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA3
Counts by: Accutek

San Vicente Boulevard @ Melrose Avenue
Peak Hour: PM
Annual Growth: 1.00%

CSMC Project - WeHo TIA

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	88	1	88	13	101	1	101	24	125	1	125	0	125	1	125	0	125	1	125
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	784	2	392	118	901	2	451	440	1341	2	671	8	1349	2	675	0	1349	2	675
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	223	1	223	33	257	1	257	54	311	1	311	2	313	1	313	0	313	1	313
Comb. L-T-R -		0				0				0				0				0	
SB Left	153	1	153	23	175	1	175	43	218	1	218	0	218	1	218	0	218	1	218
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	669	2	334	100	769	2	384	425	1194	2	597	5	1199	2	599	0	1199	2	599
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	87	1	87	13	100	1	100	46	146	1	146	0	146	1	146	0	146	1	146
Comb. L-T-R -		0				0				0				0				0	
EB Left	136	1	136	20	157	1	157	85	242	1	242	0	242	1	242	0	242	1	242
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	696	1	418	104	800	1	480	135	935	1	580	0	935	1	580	0	935	1	580
Comb. T-R		1	418			1	480			1	580			1	580			1	580
EB Right	139	0	-	21	160	0	-	65	225	0	-	0	225	0	-	0	225	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	179	1	179	27	206	1	206	83	289	1	289	1	290	1	290	0	290	1	290
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	478	1	478	72	549	1	549	169	718	1	718	0	718	1	718	0	718	1	718
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	215	1	215	32	247	1	247	38	285	1	285	0	285	1	285	0	285	1	285
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	544			N-S:	626			N-S:	889			N-S:	893			N-S:	893
		E-W:	614			E-W:	706			E-W:	960			E-W:	960			E-W:	960
		SUM:	1158			SUM:	1332			SUM:	1849			SUM:	1853			SUM:	1853
No. of Phases:			2				2				2				2				2
Volume / Capacity:			0.772				0.888				1.233				1.235				1.235
Level of Service:			C				D				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

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626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Melrose Avenue
Peak Hour: Mid-day
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: San Vicente Boulevard
E-W St: Melrose Avenue
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA3
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	56	1	56	8	64	1	64	24	88	1	88	0	88	1	88	0	88	1	88
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	479	2	240	72	551	2	275	440	991	2	495	8	999	2	499	0	999	2	499
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	102	1	102	15	117	1	117	54	171	1	171	2	173	1	173	0	173	1	173
Comb. L-T-R -		0				0				0				0				0	
SB Left	131	1	131	20	151	1	151	43	194	1	194	0	194	1	194	0	194	1	194
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	486	2	243	73	559	2	279	425	984	2	492	5	989	2	494	0	989	2	494
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	81	1	81	12	93	1	93	46	139	1	139	0	139	1	139	0	139	1	139
Comb. L-T-R -		0				0				0				0				0	
EB Left	63	1	63	9	72	1	72	85	157	1	157	0	157	1	157	0	157	1	157
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	541	1	306	81	622	1	351	135	757	1	451	0	757	1	451	0	757	1	451
Comb. T-R		1	306			1	351			1	451			1	451			1	451
EB Right	70	0	-	11	81	0	-	65	146	0	-	0	146	0	-	0	146	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	147	1	147	22	169	1	169	83	252	1	252	1	253	1	253	0	253	1	253
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	451	1	451	68	519	1	519	169	688	1	688	0	688	1	688	0	688	1	688
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	192	1	192	29	221	1	221	38	259	1	259	0	259	1	259	0	259	1	259
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		371	N-S:			426	N-S:			689	N-S:			693	N-S:			693
	E-W:		514	E-W:			591	E-W:			845	E-W:			845	E-W:			845
	SUM:		885	SUM:			1017	SUM:			1534	SUM:			1538	SUM:			1538
No. of Phases:			2				2				2				2				2
Volume / Capacity:			0.520				0.578				0.923				0.925				0.925
Level of Service:			A				A				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

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626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Beverly Boulevard
Peak Hour: AM
Annual Growth: 1.0%

CSMC Project - WeHo TIA

N-S St: San Vicente Boulevard
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA4
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	98	1	98	15	113	1	113	15	128	1	128	0	128	1	128	0	128	1	128
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	746	2	373	112	858	2	429	332	1190	2	595	3	1193	2	597	0	1193	2	597
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	46	1	46	7	53	1	53	40	93	1	93	0	93	1	93	0	93	1	93
Comb. L-T-R -		0				0				0				0				0	
SB Left	98	1	98	15	113	1	113	47	160	1	160	0	160	1	160	0	160	1	160
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	752	2	376	113	865	2	433	300	1165	2	583	6	1171	2	586	0	1171	2	586
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	225	1	225	34	259	1	259	17	276	1	276	3	279	1	279	0	279	1	279
Comb. L-T-R -		0				0				0				0				0	
EB Left	48	1	48	7	56	1	56	13	69	1	69	1	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	581	1	340	87	668	1	391	220	888	2	444	7	895	2	447	0	895	2	447
Comb. T-R		1	340			1	391			0	-			0	-			0	-
EB Right	99	0	-	15	114	0	-	35	149	1	149	0	149	1	149	0	149	1	149
Comb. L-T-R -		0				0				0				0				0	
WB Left	101	1	101	15	116	1	116	73	189	1	189	0	189	1	189	0	189	1	189
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1332	2	666	200	1532	2	766	270	1802	2	901	17	1819	2	910	0	1819	2	910
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	119	1	119	18	137	1	137	40	177	1	177	0	177	1	177	0	177	1	177
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	474			N-S:	545			N-S:	755			N-S:	756			N-S:	756
		E-W:	715			E-W:	822			E-W:	970			E-W:	979			E-W:	979
		SUM:	1189			SUM:	1367			SUM:	1725			SUM:	1736			SUM:	1736
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.723			*[1],[2]*	0.811			*[1],[2]*	1.050			*[1],[2]*	1.057			*[1],[2]*	1.057
Level of Service:			C				D				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.
Note: Mitigation for the Entitled Master Plan includes installation of an EB right-turn only lane which is assumed in the Future Pre-Project condition.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Beverly Boulevard
Peak Hour: PM
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: San Vicente Boulevard
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA4
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	116	1	116	17	134	1	134	38	172	1	172	0	172	1	172	0	172	1	172
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	733	2	367	110	843	2	422	431	1274	2	637	7	1281	2	641	0	1281	2	641
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	222	1	222	33	256	1	256	71	327	1	327	0	327	1	327	0	327	1	327
Comb. L-T-R -		0				0				0				0				0	
SB Left	159	1	159	24	182	1	182	61	243	1	243	0	243	1	243	0	243	1	243
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	686	2	343	103	789	2	394	459	1248	2	624	4	1252	2	626	0	1252	2	626
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	96	1	96	14	110	1	110	20	130	1	130	2	132	1	132	0	132	1	132
Comb. L-T-R -		0				0				0				0				0	
EB Left	98	1	98	15	113	1	113	27	140	1	140	3	143	1	143	0	143	1	143
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1053	1	617	158	1211	1	709	376	1587	2	794	18	1605	2	803	0	1605	2	803
Comb. T-R		1	617			1	709			0	-			0	-			0	-
EB Right	180	0	-	27	207	0	-	16	223	1	223	0	223	1	223	0	223	1	223
Comb. L-T-R -		0				0				0				0				0	
WB Left	82	1	82	12	94	1	94	32	126	1	126	0	126	1	126	0	126	1	126
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	790	2	395	118	908	2	454	302	1210	2	605	10	1220	2	610	0	1220	2	610
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	155	1	155	23	178	1	178	59	237	1	237	0	237	1	237	0	237	1	237
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	525			N-S:	604			N-S:	880			N-S:	884			N-S:	884
		E-W:	698			E-W:	803			E-W:	920			E-W:	929			E-W:	929
		SUM:	1224			SUM:	1407			SUM:	1800			SUM:	1813			SUM:	1813
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.746			*[1],[2]*	0.838			*[1],[2]*	1.100			*[1],[2]*	1.109			*[1],[2]*	1.109
Level of Service:			C				D				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
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[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.
Note: Mitigation for the Entitled Master Plan includes installation of an EB right-turn only lane which is assumed in the Future Pre-Project condition.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Beverly Boulevard
Peak Hour: Mid-day
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: San Vicente Boulevard
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA4
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	128	1	128	19	147	1	147	38	185	1	185	0	185	1	185	0	185	1	185
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	475	2	238	71	546	2	273	431	977	2	489	7	984	2	492	0	984	2	492
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	127	1	127	19	146	1	146	71	217	1	217	0	217	1	217	0	217	1	217
Comb. L-T-R -		0				0				0				0				0	
SB Left	135	1	135	20	155	1	155	61	216	1	216	0	216	1	216	0	216	1	216
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	555	2	278	83	638	2	319	459	1097	2	549	4	1101	2	551	0	1101	2	551
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	110	1	110	17	127	1	127	20	147	1	147	2	149	1	149	0	149	1	149
Comb. L-T-R -		0				0				0				0				0	
EB Left	72	1	72	11	83	1	83	27	110	1	110	3	113	1	113	0	113	1	113
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	864	1	517	130	994	1	595	376	1370	2	685	18	1388	2	694	0	1388	2	694
Comb. T-R		1	517			1	595			0	-			0	-			0	-
EB Right	170	0	-	26	196	0	-	16	212	1	212	0	212	1	212	0	212	1	212
Comb. L-T-R -		0				0				0				0				0	
WB Left	127	1	127	19	146	1	146	32	178	1	178	0	178	1	178	0	178	1	178
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	845	2	423	127	972	2	486	302	1274	2	637	10	1284	2	642	0	1284	2	642
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	134	1	134	20	154	1	154	59	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	406			N-S:	466			N-S:	734			N-S:	736			N-S:	736
		E-W:	644			E-W:	741			E-W:	863			E-W:	872			E-W:	872
		SUM:	1050			SUM:	1207			SUM:	1597			SUM:	1608			SUM:	1608
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.630			*[1],[2]*	0.705			*[1],[2]*	0.964			*[1],[2]*	0.972			*[1],[2]*	0.972
Level of Service:			B				C				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.
Note: Mitigation for the Entitled Master Plan includes installation of an EB right-turn only lane which is assumed in the Future Pre-Project condition.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Doheny Drive @ Beverly Boulevard
Peak Hour: AM
Annual Growth: 1.0%

CSMC Project - WeHo TIA

N-S St: Doheny Drive
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA5
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	108	1	108	16	124	1	124	2	126	1	126	0	126	1	126	0	126	1	126
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	380	0	-	57	437	0	-	0	437	0	-	0	437	0	-	0	437	0	-
Comb. T-R		1	438			1	504			1	510			1	510			1	510
NB Right	58	0	-	9	67	0	-	6	73	0	-	0	73	0	-	0	73	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	61	1	61	9	70	1	70	16	86	1	86	3	89	1	89	0	89	1	89
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	350	0	-	53	403	0	-	0	403	0	-	0	403	0	-	0	403	0	-
Comb. T-R		1	450			1	518			1	518			1	518			1	518
SB Right	100	0	-	15	115	0	-	0	115	0	-	0	115	0	-	0	115	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	38	1	38	6	44	1	44	0	44	1	44	0	44	1	44	0	44	1	44
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	661	1	351	99	760	1	403	194	954	1	500	5	959	1	503	0	959	1	503
Comb. T-R		1	351			1	403			1	500			1	503			1	503
EB Right	40	0	-	6	46	0	-	0	46	0	-	0	46	0	-	0	46	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	208	1	208	31	239	1	239	3	242	1	242	0	242	1	242	0	242	1	242
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1180	1	616	177	1357	1	708	161	1518	1	792	2	1520	1	793	0	1520	1	793
Comb. T-R		1	616			1	708			1	792			1	793			1	793
WB Right	52	0	-	8	60	0	-	6	66	0	-	1	67	0	-	0	67	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		558	N-S:			642	N-S:			644	N-S:			644	N-S:			644
	E-W:		654	E-W:			752	E-W:			836	E-W:			837	E-W:			837
	SUM:		1212	SUM:			1394	SUM:			1479	SUM:			1481	SUM:			1481
No. of Phases:			3				3				3				3				3
Volume / Capacity:	*[1]*		0.781	*[1],[2]*			0.878	*[1],[2]*			0.938	*[1],[2]*			0.939	*[1],[2]*			0.939
Level of Service:			C				D				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
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CRITICAL MOVEMENT ANALYSIS

Doheny Drive @ Beverly Boulevard
Peak Hour: PM
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: Doheny Drive
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA5
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	119	1	119	18	137	1	137	1	138	1	138	0	138	1	138	0	138	1	138
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	419	0	-	63	482	0	-	0	482	0	-	0	482	0	-	0	482	0	-
Comb. T-R		1	554			1	637			1	643			1	643			1	643
NB Right	135	0	-	20	155	0	-	6	161	0	-	0	161	0	-	0	161	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	93	1	93	14	107	1	107	9	116	1	116	2	118	1	118	0	118	1	118
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	430	0	-	65	495	0	-	0	495	0	-	0	495	0	-	0	495	0	-
Comb. T-R		1	477			1	549			1	549			1	549			1	549
SB Right	47	0	-	7	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	80	1	80	12	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	859	1	470	129	988	1	541	272	1260	1	678	3	1263	1	679	0	1263	1	679
Comb. T-R		1	470			1	541			1	678			1	679			1	679
EB Right	81	0	-	12	93	0	-	2	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	165	1	165	25	190	1	190	10	200	1	200	0	200	1	200	0	200	1	200
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	821	1	450	123	944	1	517	298	1242	1	676	5	1247	1	680	0	1247	1	680
Comb. T-R		1	450			1	517			1	676			1	680			1	680
WB Right	78	0	-	12	90	0	-	20	110	0	-	3	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	647			N-S:	744			N-S:	759			N-S:	761			N-S:	761
		E-W:	635			E-W:	730			E-W:	877			E-W:	879			E-W:	879
		SUM:	1282			SUM:	1474			SUM:	1636			SUM:	1640			SUM:	1640
No. of Phases:			3				3				3				3				3
Volume / Capacity:		*[1]*	0.830			*[1],[2]*	0.935			*[1],[2]*	1.048			*[1],[2]*	1.051			*[1],[2]*	1.051
Level of Service:			D				E				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

Doheny Drive @ Beverly Boulevard
Peak Hour: Mid-day
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: Doheny Drive
E-W St: Beverly Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA5
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	98	1	98	15	113	1	113	1	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	396	0	-	59	455	0	-	0	455	0	-	0	455	0	-	0	455	0	-
Comb. T-R		1	523			1	601			1	607			1	607			1	607
NB Right	127	0	-	19	146	0	-	6	152	0	-	0	152	0	-	0	152	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	86	1	86	13	99	1	99	9	108	1	108	2	110	1	110	0	110	1	110
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	328	0	-	49	377	0	-	0	377	0	-	0	377	0	-	0	377	0	-
Comb. T-R		1	372			1	428			1	428			1	428			1	428
SB Right	44	0	-	7	51	0	-	0	51	0	-	0	51	0	-	0	51	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	74	1	74	11	85	1	85	0	85	1	85	0	85	1	85	0	85	1	85
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	846	1	445	127	973	1	512	272	1245	1	649	3	1248	1	650	0	1248	1	650
Comb. T-R		1	445			1	512			1	649			1	650			1	650
EB Right	44	0	-	7	51	0	-	2	53	0	-	0	53	0	-	0	53	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	145	1	145	22	167	1	167	10	177	1	177	0	177	1	177	0	177	1	177
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	705	1	394	106	811	1	453	298	1109	1	612	5	1114	1	616	0	1114	1	616
Comb. T-R		1	394			1	453			1	612			1	616			1	616
WB Right	82	0	-	12	94	0	-	20	114	0	-	3	117	0	-	0	117	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	609			N-S:	700			N-S:	715			N-S:	717			N-S:	717
		E-W:	590			E-W:	679			E-W:	826			E-W:	827			E-W:	827
		SUM:	1199			SUM:	1379			SUM:	1541			SUM:	1544			SUM:	1544
No. of Phases:			3				3				3				3				3
Volume / Capacity:		*[1]*	0.771			*[1],[2]*	0.868			*[1],[2]*	0.981			*[1],[2]*	0.984			*[1],[2]*	0.984
Level of Service:			C				D				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Robertson Boulevard @ Melrose Avenue
Peak Hour: AM
Annual Growth: 1.0%

CSMC Project - WeHo TIA

N-S St: Robertson Boulevard
E-W St: Melrose Avenue
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA6
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	52	1	52	8	60	1	60	0	60	1	60	0	60	1	60	0	60	1	60
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	225	1	225	34	259	1	259	263	522	1	522	1	523	1	523	0	523	1	523
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	168	1	168	25	193	1	193	93	286	1	286	0	286	1	286	0	286	1	286
Comb. L-T-R -		0				0				0				0				0	
SB Left	28	1	28	4	32	1	32	35	67	1	67	0	67	1	67	0	67	1	67
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	274	0	-	41	315	0	-	334	649	0	-	3	652	0	-	0	652	0	-
Comb. T-R		1	287			1	330			1	664			1	667			1	667
SB Right	13	0	-	2	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	20	0	-	3	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	335	0	435	50	385	0	500	119	504	0	619	0	504	0	619	0	504	0	619
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	80	0	-	12	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	412	1	412	62	474	1	474	21	495	1	495	0	495	1	495	0	495	1	495
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	342	1	342	51	393	1	393	64	457	1	457	0	457	1	457	0	457	1	457
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	83	1	83	12	95	1	95	9	104	1	104	0	104	1	104	0	104	1	104
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	339			N-S:	390			N-S:	724			N-S:	727			N-S:	727
		E-W:	847			E-W:	974			E-W:	1114			E-W:	1114			E-W:	1114
		SUM:	1186			SUM:	1364			SUM:	1838			SUM:	1841			SUM:	1841
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.721			*[1],[2]*	0.809			*[1],[2]*	1.125			*[1],[2]*	1.127			*[1],[2]*	1.127
Level of Service:			C				D				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.

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236 N. Chester Ave., Suite 200, Pasadena, CA 91106
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CRITICAL MOVEMENT ANALYSIS

Robertson Boulevard @ Melrose Avenue
Peak Hour: PM
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: Robertson Boulevard
E-W St: Melrose Avenue
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA6
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	64	1	64	10	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	341	1	341	51	392	1	392	404	796	1	796	3	799	1	799	0	799	1	799
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	258	1	258	39	297	1	297	36	333	1	333	0	333	1	333	0	333	1	333
Comb. L-T-R -		0				0				0				0				0	
SB Left	91	1	91	14	105	1	105	18	123	1	123	0	123	1	123	0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	209	0	-	31	240	0	-	361	601	0	-	2	603	0	-	0	603	0	-
Comb. T-R		1	233			1	268			1	629			1	631			1	631
SB Right	24	0	-	4	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	19	0	-	3	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	482	0	609	72	554	0	700	106	660	0	806	0	660	0	806	0	660	0	806
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	108	0	-	16	124	0	-	0	124	0	-	0	124	0	-	0	124	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	229	1	229	34	263	1	263	104	367	1	367	0	367	1	367	0	367	1	367
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	312	1	312	47	359	1	359	166	525	1	525	0	525	1	525	0	525	1	525
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	77	1	77	12	89	1	89	49	138	1	138	0	138	1	138	0	138	1	138
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	432			N-S:	497			N-S:	919			N-S:	922			N-S:	922
		E-W:	838			E-W:	964			E-W:	1174			E-W:	1174			E-W:	1174
		SUM:	1270			SUM:	1461			SUM:	2093			SUM:	2096			SUM:	2096
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.777			*[1],[2]*	0.874			*[1],[2]*	1.295			*[1],[2]*	1.297			*[1],[2]*	1.297
Level of Service:			C				D				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200, Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Robertson Boulevard @ Melrose Avenue
Peak Hour: Mid-day
Annual Growth: 1.00%

CSMC Project - WeHo TIA

N-S St: Robertson Boulevard
E-W St: Melrose Avenue
Project: Cedars-Sinai Medical Center / 1-992843-1
File Name: CMA6
Counts by: Accutek

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/ AMBIENT GROWTH				2023 W/ OTHER PROJECTS				2023 W/ PROPOSED PROJECT				2023 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	52	1	52	8	60	1	60	0	60	1	60	0	60	1	60	0	60	1	60
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	277	1	277	42	319	1	319	404	723	1	723	3	726	1	726	0	726	1	726
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	215	1	215	32	247	1	247	36	283	1	283	0	283	1	283	0	283	1	283
Comb. L-T-R -		0				0				0				0				0	
SB Left	80	1	80	12	92	1	92	18	110	1	110	0	110	1	110	0	110	1	110
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	258	0	-	39	297	0	-	361	658	0	-	2	660	0	-	0	660	0	-
Comb. T-R		1	273			1	314			1	675			1	677			1	677
SB Right	15	0	-	2	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	27	0	-	4	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	405	0	530	61	466	0	610	106	572	0	716	0	572	0	716	0	572	0	716
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	98	0	-	15	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	226	1	226	34	260	1	260	104	364	1	364	0	364	1	364	0	364	1	364
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	236	1	236	35	271	1	271	166	437	1	437	0	437	1	437	0	437	1	437
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	124	1	124	19	143	1	143	49	192	1	192	0	192	1	192	0	192	1	192
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	357			N-S:	411			N-S:	833			N-S:	836			N-S:	836
		E-W:	756			E-W:	869			E-W:	1079			E-W:	1079			E-W:	1079
		SUM:	1113			SUM:	1280			SUM:	1912			SUM:	1915			SUM:	1915
No. of Phases:			2				2				2				2				2
Volume / Capacity:		*[1]*	0.672			*[1],[2]*	0.753			*[1],[2]*	1.175			*[1],[2]*	1.177			*[1],[2]*	1.177
Level of Service:			B				C				F				F				F

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wilshire West ATSAC system improvements.
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATCS system improvements.

APPENDIX H

CITY OF BEVERLY HILLS TRAFFIC IMPACT ANALYSIS

MEMORANDUM

To:	Dwight Steinert Planning Associates, Inc.	Date:	11-Nov-08
From:	David S. Shender Kevin (K.C.) Jaeger Linscott, Law & Greenspan, Engineers	LLG Ref:	1-99-2843-1
Subject:	Cedars-Sinai Medical Center Project Supplemental City of Beverly Hills Traffic Impact Analysis		

LINSCOTT LAW & GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
236 N. Chester Avenue
Suite 200
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG Engineers) to summarize the supplemental traffic impact analysis (TIA) prepared for the Cedars-Sinai Medical Center (CSMC) project based on City of Beverly Hills threshold criteria. As you are aware, LLG Engineers has prepared a formal traffic study report (dated June 23, 2008) under the guidance of the City of Los Angeles Department of Transportation (LADOT) which has been reviewed and approved. The supplemental TIA was focused to evaluate the potential traffic impacts of the CSMC project at two (2) Beverly Hills intersections located in the vicinity of the CSMC campus. The following two Beverly Hills study intersections have been evaluated in the supplemental TIA:

5. Robertson Boulevard/Wilshire Boulevard
21. La Cienega Boulevard/Wilshire Boulevard

It should be noted that the two study intersections were requested for analysis by LADOT as part of the June 23, 2008, traffic impact study.

The supplemental TIA prepared for the proposed CSMC project includes the preparation of intersection Level of Service calculations to evaluate the potential impacts of the project development program based on City of Beverly Hills' threshold criteria.

Briefly, it is concluded that the project is calculated to create a less than significant impact at the two City of Beverly Hills intersections during the AM and PM peak hours according to the City of Beverly Hills impact criteria. This finding is consistent with the conclusion regarding potential significant traffic impacts due to the Project as provided in the Draft SEIR (page 212) as determined based on the City of Los Angeles' threshold criteria. Thus, no revisions are required in terms of the identification of the potentially significant traffic impacts identified in the Draft SEIR.

Level of Service Analysis

The two study intersections recommended for analysis by the City of Beverly Hills were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to

LOS F (jammed condition). A description of the ICU method and corresponding Level of Service is provided in the attached Appendix.

The relative impact of the added project traffic volumes to be generated by the proposed Cedars-Sinai Medical Center project during the weekday AM and PM peak hours was evaluated based on analysis of future operating conditions at the two Beverly Hills study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic at each Beverly Hills study intersection was identified using the City's established traffic impact threshold criteria. According to the City's established criteria, a significant transportation impact is determined based on the data presented below.

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.800 - 0.900	D	equal to or greater than 0.040
>0.900	E or F	equal to or greater than 0.020

The sliding scale method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above. By comparison, the City of Los Angeles' impact criteria (provided on Table 27, page 181 of the Draft SEIR) is significantly more strict as the significance thresholds are twice as stringent as the City of Beverly Hills' thresholds for intersections forecast to operate at LOS E or F. Further, the City of Beverly Hills significance thresholds do not apply to intersections forecast to operate at LOS D or better (the City of Los Angeles criteria provides significance threshold for intersections forecast to operate at LOS C and D). Thus, the City of Los Angeles significance thresholds used in the traffic analysis provided in the Draft SEIR provide for a more stringent review of potential traffic impacts as compared to the Beverly Hills thresholds.

As shown in column [4] of ***Table A***, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create a less than significant impact at the two City of Beverly Hills intersections during the AM and PM peak hours according to the City of Beverly Hills impact criteria. This finding is consistent with the conclusion regarding potential significant traffic impacts due to the project as provided in the Draft SEIR (page 212) as determined based on the City of Los Angeles' threshold criteria. Thus, no revisions are required in terms of the identification of the potentially significant traffic impacts identified in the Draft SEIR.

LINSCOTT LAW & GREENSPAN engineers

Please feel free to contact us should you have any questions or comments regarding this addendum traffic analysis.

Attachments

cc: Elisa Paster, Paul Hastings

File

Table X
CITY OF BEVERLY HILLS SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

30-Oct-2008

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2008 EXISTING V/C	LOS	[2] YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2023 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2023 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
5	Robertson Boulevard/ Wilshire Boulevard	AM	1.061	F	1.205	F	1.533	F	1.537	F	0.004	NO
		PM	1.043	F	1.185	F	1.559	F	1.562	F	0.003	NO
21	La Cienega Boulevard/ Wilshire Boulevard	AM	1.086	F	1.234	F	1.564	F	1.568	F	0.004	NO
		PM	1.148	F	1.305	F	1.684	F	1.687	F	0.003	NO

City of Beverly Hills intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
>=0.801 - 0.900	D	equal to or greater than 0.040
> 0.901	E,F	equal to or greater than 0.020

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Ste 200, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Robertson Boulevard
E-W St: Wilshire Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File: ICU5

Robertson Boulevard @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

CITY OF BEVERLY HILLS

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/AMBIENT GROWTH			2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	180	1600	0.112 *	27	207	0.129 *	48	255	1600	0.159 *	0	255	1600	0.159 *	0	255	1600	0.159 *
Nb Thru	673	3200	0.251	101	774	0.288	316	1090	3200	0.392	6	1096	3200	0.394	0	1096	3200	0.394
Nb Right	129	0	-	19	149	-	16	165	0	-	0	165	0	-	0	165	0	-
Sb Left	92	1600	0.057	14	106	0.066	31	137	1600	0.085	0	137	1600	0.085	0	137	1600	0.085
Sb Thru	657	3200	0.238 *	98	755	0.273 *	214	969	3200	0.359 *	2	971	3200	0.360 *	0	971	3200	0.360 *
Sb Right	104	0	-	16	120	-	61	181	0	-	1	182	0	-	0	182	0	-
Eb Left	74	1600	0.046 *	11	85	0.053 *	75	160	1600	0.100 *	2	162	1600	0.101 *	0	162	1600	0.101 *
Eb Thru	1058	4800	0.245	159	1217	0.282	305	1522	4800	0.351	2	1524	4800	0.351	0	1524	4800	0.351
Eb Right	119	0	-	18	137	-	24	161	0	-	0	161	0	-	0	161	0	-
Wb Left	129	1600	0.081	19	149	0.093	6	155	1600	0.097	0	155	1600	0.097	0	155	1600	0.097
Wb Thru	1975	4800	0.427 *	296	2271	0.490 *	406	2677	4800	0.582 *	1	2678	4800	0.582 *	0	2678	4800	0.582 *
Wb Right	73	0	-	11	84	-	34	118	0	-	0	118	0	-	0	118	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.061			1.205				1.533				1.537				1.537
LOS			F			F				F				F				F

02:52 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Accutek
2 Capacity expressed in veh/hour of green
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Ste 200, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Robertson Boulevard
E-W St: Wilshire Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File: ICU5

Robertson Boulevard @ Wilshire Boulevard
Peak hr: Weekday PM Peak Hour
Annual Growth: 1.00%

CITY OF BEVERLY HILLS

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/AMBIENT GROWTH			2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	197	1600	0.123 *	30	226	0.142 *	32	258	1600	0.162 *	0	258	1600	0.162 *	0	258	1600	0.162 *
Nb Thru	595	3200	0.216	89	684	0.248	309	993	3200	0.348	3	996	3200	0.349	0	996	3200	0.349
Nb Right	96	0	-	14	110	-	9	119	0	-	0	119	0	-	0	119	0	-
Sb Left	64	1600	0.040	10	73	0.046	68	141	1600	0.088	0	141	1600	0.088	0	141	1600	0.088
Sb Thru	713	3200	0.249 *	107	820	0.287 *	421	1241	3200	0.451 *	6	1247	3200	0.453 *	0	1247	3200	0.453 *
Sb Right	85	0	-	13	98	-	104	202	0	-	2	204	0	-	0	204	0	-
Eb Left	119	1600	0.074	18	137	0.086	70	207	1600	0.129	1	208	1600	0.130	0	208	1600	0.130
Eb Thru	1704	4800	0.387 *	256	1959	0.445 *	423	2382	4800	0.544 *	1	2383	4800	0.545 *	0	2383	4800	0.545 *
Eb Right	155	0	-	23	178	-	53	231	0	-	0	231	0	-	0	231	0	-
Wb Left	145	1600	0.091 *	22	167	0.105 *	18	185	1600	0.116 *	0	185	1600	0.116 *	0	185	1600	0.116 *
Wb Thru	1316	4800	0.284	197	1513	0.327	336	1849	4800	0.407	2	1851	4800	0.408	0	1851	4800	0.408
Wb Right	49	0	-	7	57	-	49	106	0	-	0	106	0	-	0	106	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.043			1.185				1.559				1.562				1.562
LOS			F			F				F				F				F

02:52 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Accutek
2 Capacity expressed in veh/hour of green
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ Wilshire Boulevard

N-S St: La Cienega Boulevard
E-W St: Wilshire Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File: ICU21

Peak hr: AM
Annual Growth: 1.00%

CITY OF BEVERLY HILLS

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/AMBIENT GROWTH			2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	254	1600	0.158 *	38	292	0.182 *	94	386	1600	0.241 *	0	386	1600	0.241 *	0	386	1600	0.241 *
Nb Thru	1229	4800	0.306	184	1414	0.352	486	1900	4800	0.459	8	1908	4800	0.460	0	1908	4800	0.460
Nb Right	240	0	-	36	276	-	26	302	0	-	0	302	0	-	0	302	0	-
Sb Left	90	1600	0.056	13	103	0.065	67	170	1600	0.106	1	171	1600	0.107	0	171	1600	0.107
Sb Thru	989	4800	0.259 *	148	1137	0.298 *	390	1527	4800	0.390 *	3	1530	4800	0.391 *	0	1530	4800	0.391 *
Sb Right	256	0	-	38	294	-	50	344	0	-	1	345	0	-	0	345	0	-
Eb Left	108	1600	0.068 *	16	124	0.078 *	66	190	1600	0.119 *	2	192	1600	0.120 *	0	192	1600	0.120 *
Eb Thru	1065	4800	0.243	160	1224	0.279	208	1432	4800	0.336	0	1432	4800	0.336	0	1432	4800	0.336
Eb Right	102	0	-	15	117	-	62	179	0	-	0	179	0	-	0	179	0	-
Wb Left	145	1600	0.091	22	167	0.105	28	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122
Wb Thru	1638	4800	0.353 *	246	1884	0.406 *	347	2231	4800	0.496 *	0	2231	4800	0.496 *	0	2231	4800	0.496 *
Wb Right	58	0	-	9	66	-	84	150	0	-	2	152	0	-	0	152	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.086			1.234				1.564				1.568				1.568
LOS			F			F				F				F				F

02:53 PM

* *Key conflicting movement as a part of ICU*
1 Counts conducted by:Accutek
2 Capacity expressed in veh/hour of green
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ Wilshire Boulevard
Peak hr: Weekday PM Peak Hour
Annual Growth: 1.00%

CITY OF BEVERLY HILLS

N-S St: La Cienega Boulevard
E-W St: Wilshire Boulevard
Project: Cedars-Sinai Medical Center / 1-992843-1
File: ICU21

Date: 10/30/2008
Date of Count: 2008
Projection Year: 2023

	2008 EXIST. TRAFFIC			2023 W/AMBIENT GROWTH			2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	166	1600	0.104 *	25	190	0.119 *	61	251	1600	0.157	0	251	1600	0.157	0	251	1600	0.157
Nb Thru	1277	4800	0.296	191	1468	0.340	543	2011	4800	0.456 *	5	2016	4800	0.457 *	0	2016	4800	0.457 *
Nb Right	142	0	-	21	164	-	16	180	0	-	0	180	0	-	0	180	0	-
Sb Left	121	1600	0.076	18	139	0.087	179	318	1600	0.199 *	2	320	1600	0.200 *	0	320	1600	0.200 *
Sb Thru	1328	4800	0.297 *	199	1527	0.341 *	642	2169	4800	0.493	8	2177	4800	0.495	0	2177	4800	0.495
Sb Right	96	0	-	14	110	-	86	196	0	-	2	198	0	-	0	198	0	-
Eb Left	179	1600	0.112	27	206	0.128	76	282	1600	0.176	1	283	1600	0.177	0	283	1600	0.177
Eb Thru	1343	4800	0.307 *	201	1545	0.353 *	381	1926	4800	0.452 *	0	1926	4800	0.452 *	0	1926	4800	0.452 *
Eb Right	131	0	-	20	151	-	95	246	0	-	0	246	0	-	0	246	0	-
Wb Left	237	1600	0.148 *	36	273	0.171 *	18	291	1600	0.182 *	0	291	1600	0.182 *	0	291	1600	0.182 *
Wb Thru	1177	4800	0.265	176	1353	0.305	244	1597	4800	0.376	0	1597	4800	0.377	0	1597	4800	0.377
Wb Right	95	0	-	14	109	-	100	209	0	-	1	210	0	-	0	210	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.148			1.305				1.684				1.687				1.687
LOS			F			F				F				F				F

02:53 PM

** Key conflicting movement as a part of ICU*
1 Counts conducted by:Accutek
2 Capacity expressed in veh/hour of green
Note: Year 2007 manual traffic counts were adjusted by a 1.0 percent (1.0%) ambient growth factor to reflect year 2008 existing conditions.

APPENDIX I

METROPOLITAN TRANSIT AUTHORITY BUS ROUTE SCHEDULE AND MAPS

Monday through Friday

Effective Jun 29 2008

218

Northbound (Approximate Times)

LOS ANGELES	BEVERLY HILLS	PARK LA BREA	WEST HOLLYWOOD	LOS ANGELES		STUDIO CITY
Cedars Sinai Medical Center	3rd & La Cienega	Fairfax & 3rd	Fairfax & Santa Monica	Laurel Canyon & Sunset	Laurel Canyon & Mulholland	Ventura Pl & Ventura Bl
6:00A	6:02A	6:07A	6:13A	6:16A	6:23A	6:28A
6:30	6:32	6:37	6:43	6:46	6:53	6:58
6:49	6:51	6:56	7:02	7:05	7:12	7:17
7:07	7:09	7:14	7:20	7:23	7:30	7:35
7:24	7:26	7:31	7:37	7:40	7:47	7:52
7:41	7:43	7:48	7:54	7:57	8:05	8:10
7:58	8:00	8:06	8:12	8:15	8:24	8:29
8:15	8:17	8:23	8:29	8:32	8:41	8:46
8:31	8:33	8:39	8:45	8:48	8:57	9:02
8:57	8:59	9:05	9:14	9:17	9:26	9:31
9:27	9:29	9:35	9:44	9:47	9:54	9:59
9:57	9:59	10:05	10:14	10:17	10:24	10:29
10:27	10:29	10:35	10:44	10:47	10:54	10:59
10:57	10:59	11:05	11:14	11:17	11:24	11:29
11:27	11:29	11:35	11:44	11:48	11:55	11:59
11:57	11:59	12:05P	12:14P	12:18P	12:25P	12:30P
12:26P	12:28P	12:34	12:43	12:47	12:54	1:01
12:56	12:59	1:05	1:13	1:17	1:24	1:31
1:27	1:30	1:36	1:44	1:48	1:55	2:02
1:57	2:00	2:06	2:14	2:18	2:26	2:33
2:26	2:29	2:36	2:45	2:50	2:58	3:05
2:57	3:00	3:07	3:16	3:21	3:29	3:38
3:22	3:25	3:32	3:41	3:47	3:55	4:04
3:47	3:50	3:57	4:06	4:12	4:20	4:29
4:10	4:13	4:20	4:29	4:35	4:42	4:51
4:30	4:33	4:39	4:48	4:54	5:01	5:10
4:50	4:53	4:59	5:08	5:14	5:21	5:30
5:10	5:13	5:19	5:28	5:34	5:41	5:50
5:34	5:37	5:43	5:52	5:58	6:05	6:14
6:00	6:03	6:09	6:18	6:24	6:31	6:40
6:28	6:31	6:37	6:45	6:51	6:58	7:05
7:05	7:07	7:12	7:18	7:22	7:29	7:36
7:50	7:52	7:57	8:02	8:05	8:12	8:18
8:40	8:42	8:47	8:52	8:55	9:02	9:08

Monday through Friday

218

Southbound (Approximate Times)

STUDIO CITY	LOS ANGELES		WEST HOLLYWOOD	PARK LA BREA	BEVERLY HILLS	LOS ANGELES
Ventura Pl & Ventura Bl	Laurel Canyon & Mulholland	Laurel Canyon & Sunset	Fairfax & Santa Monica	Fairfax & 3rd	3rd & La Cienega	Cedars Sinai Medical Center
5:20A	5:26A	5:32A	5:36A	5:43A	5:48A	5:50A
5:49	5:55	6:01	6:05	6:12	6:17	6:19
6:07	6:13	6:19	6:23	6:30	6:35	6:37
6:24	6:30	6:36	6:40	6:47	6:52	6:54
6:41	6:47	6:53	6:57	7:04	7:09	7:11
6:59	7:05	7:11	7:15	7:22	7:26	7:28
7:15	7:21	7:29	7:33	7:40	7:44	7:46
7:30	7:37	7:47	7:51	7:58	8:02	8:04
7:45	7:52	8:02	8:06	8:13	8:17	8:19
8:08	8:15	8:25	8:29	8:36	8:40	8:42
8:40	8:47	8:57	9:01	9:08	9:13	9:15
9:12	9:19	9:29	9:33	9:40	9:45	9:47
9:41	9:48	9:58	10:02	10:09	10:15	10:18
10:11	10:18	10:26	10:31	10:38	10:44	10:47
10:41	10:48	10:56	11:01	11:08	11:14	11:17
11:11	11:18	11:26	11:31	11:38	11:44	11:47
11:41	11:48	11:56	12:01P	12:08P	12:14P	12:17P
12:11P	12:18P	12:26P	12:31	12:38	12:44	12:47
12:41	12:48	12:56	1:01	1:08	1:14	1:17
1:11	1:18	1:26	1:31	1:38	1:44	1:47
1:41	1:48	1:56	2:01	2:08	2:14	2:17
2:11	2:18	2:26	2:31	2:38	2:44	2:47
2:31	2:38	2:46	2:51	2:58	3:04	3:07
2:51	2:58	3:06	3:11	3:19	3:26	3:29
3:11	3:19	3:27	3:33	3:41	3:48	3:51
3:33	3:41	3:49	3:55	4:03	4:10	4:13
3:55	4:03	4:11	4:17	4:25	4:32	4:35
4:17	4:25	4:33	4:39	4:47	4:54	4:57
4:41	4:49	4:57	5:03	5:11	5:18	5:21
5:06	5:14	5:22	5:28	5:36	5:43	5:46
5:41	5:49	5:57	6:03	6:11	6:18	6:21
6:20	6:28	6:36	6:41	6:49	6:55	6:58
7:11	7:17	7:24	7:27	7:34	7:39	7:41
8:00	8:06	8:13	8:16	8:23	8:28	8:30

Saturday 218

Northbound (Approximate Times)

LOS ANGELES	BEVERLY HILLS	PARK LA BREA	WEST HOLLYWOOD	LOS ANGELES		STUDIO CITY
Cedars Sinai Medical Center	3rd & La Cienega	Fairfax & 3rd	Fairfax & Santa Monica	Laurel Canyon & Sunset	Laurel Canyon & Mulholland	Ventura Pl & Ventura Bl
7:00A	7:02A	7:06A	7:11A	7:14A	7:21A	7:26A
7:40	7:42	7:46	7:51	7:54	8:01	8:06
8:20	8:22	8:27	8:33	8:36	8:43	8:48
8:58	9:00	9:06	9:14	9:17	9:24	9:29
9:40	9:42	9:48	9:56	9:59	10:07	10:12
10:17	10:20	10:27	10:36	10:40	10:48	10:53
10:47	10:50	10:57	11:06	11:10	11:18	11:23
11:16	11:19	11:26	11:35	11:39	11:47	11:52
11:41	11:44	11:51	11:59	12:04P	12:12P	12:17P
12:06P	12:09P	12:16P	12:25P	12:29	12:37	12:42
12:31	12:34	12:41	12:50	12:54	1:02	1:07
12:58	1:01	1:08	1:17	1:21	1:29	1:34
1:25	1:28	1:35	1:44	1:48	1:56	2:01
1:52	1:55	2:02	2:11	2:15	2:23	2:28
2:21	2:24	2:31	2:40	2:44	2:52	2:57
2:51	2:54	3:01	3:10	3:14	3:22	3:27
3:32	3:35	3:42	3:51	3:55	4:03	4:08
4:17	4:20	4:27	4:36	4:40	4:48	4:53
5:02	5:05	5:12	5:21	5:25	5:33	5:38
5:48	5:51	5:58	6:06	6:10	6:17	6:22
6:34	6:37	6:43	6:51	6:55	7:02	7:07
7:20	7:23	7:29	7:37	7:41	7:48	7:53

Saturday 218

Southbound (Approximate Times)

STUDIO CITY	LOS ANGELES		WEST HOLLYWOOD	PARK LA BREA	BEVERLY HILLS	LOS ANGELES
Ventura Pl & Ventura Bl	Laurel Canyon & Mulholland	Laurel Canyon & Sunset	Fairfax & Santa Monica	Fairfax & 3rd	3rd & La Cienega	Cedars Sinai Medical Center
6:20A	6:25A	6:32A	6:36A	6:41A	6:44A	6:46A
7:00	7:05	7:12	7:16	7:21	7:24	7:26
7:40	7:45	7:52	7:56	8:01	8:04	8:06
8:15	8:21	8:30	8:34	8:39	8:42	8:44
8:55	9:01	9:10	9:14	9:21	9:25	9:27
9:35	9:42	9:51	9:55	10:02	10:07	10:09
10:05	10:13	10:22	10:26	10:34	10:39	10:41
10:34	10:42	10:51	10:55	11:03	11:08	11:10
10:59	11:07	11:16	11:20	11:28	11:33	11:35
11:24	11:32	11:41	11:45	11:53	11:58	11:59
11:49	11:57	12:06P	12:10P	12:18P	12:23P	12:25P
12:14P	12:22P	12:31	12:35	12:43	12:48	12:50
12:39	12:47	12:56	1:00	1:08	1:13	1:15
1:04	1:12	1:21	1:25	1:33	1:38	1:40
1:29	1:37	1:46	1:50	1:58	2:03	2:05
2:09	2:17	2:26	2:30	2:38	2:43	2:45
2:49	2:57	3:06	3:10	3:19	3:24	3:26
3:34	3:42	3:51	3:55	4:04	4:09	4:11
4:19	4:27	4:36	4:40	4:49	4:54	4:56
5:04	5:12	5:21	5:25	5:34	5:39	5:41
5:50	5:58	6:06	6:10	6:18	6:21	6:23
6:40	6:48	6:56	7:00	7:08	7:11	7:13

Holiday Schedule

Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horario de dias feriados

Se usara horario del domingo y dias feriados para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Sunday and Holiday Schedule 218

Northbound (Approximate Times)

LOS ANGELES	BEVERLY HILLS	PARK LA BREA	WEST HOLLYWOOD	LOS ANGELES		STUDIO CITY
Cedars Sinai Medical Center	3rd & La Cienega	Fairfax & 3rd	Fairfax & Santa Monica	Laurel Canyon & Sunset	Laurel Canyon & Mulholland	Ventura Pl & Ventura Bl
7:00A	7:02A	7:06A	7:12A	7:16A	7:23A	7:28A
7:43	7:45	7:49	7:55	7:59	8:06	8:11
8:21	8:23	8:28	8:35	8:39	8:46	8:51
8:59	9:01	9:07	9:15	9:19	9:26	9:31
9:39	9:41	9:47	9:55	9:59	10:07	10:12
10:19	10:21	10:27	10:35	10:39	10:47	10:52
10:59	11:01	11:07	11:15	11:19	11:27	11:32
11:39	11:41	11:47	11:55	11:59	12:07P	12:12P
12:19P	12:21P	12:27P	12:35P	12:39P	12:47	12:52
12:59	1:01	1:07	1:15	1:19	1:27	1:32
1:39	1:41	1:47	1:55	1:59	2:07	2:12
2:19	2:21	2:27	2:35	2:39	2:47	2:52
2:59	3:01	3:07	3:15	3:19	3:27	3:32
3:39	3:41	3:47	3:55	3:59	4:07	4:12
4:19	4:21	4:27	4:35	4:39	4:47	4:52
4:59	5:01	5:07	5:15	5:19	5:27	5:32
5:39	5:41	5:47	5:55	5:59	6:06	6:11
6:20	6:22	6:28	6:35	6:39	6:46	6:51
7:00	7:02	7:08	7:15	7:19	7:26	7:31

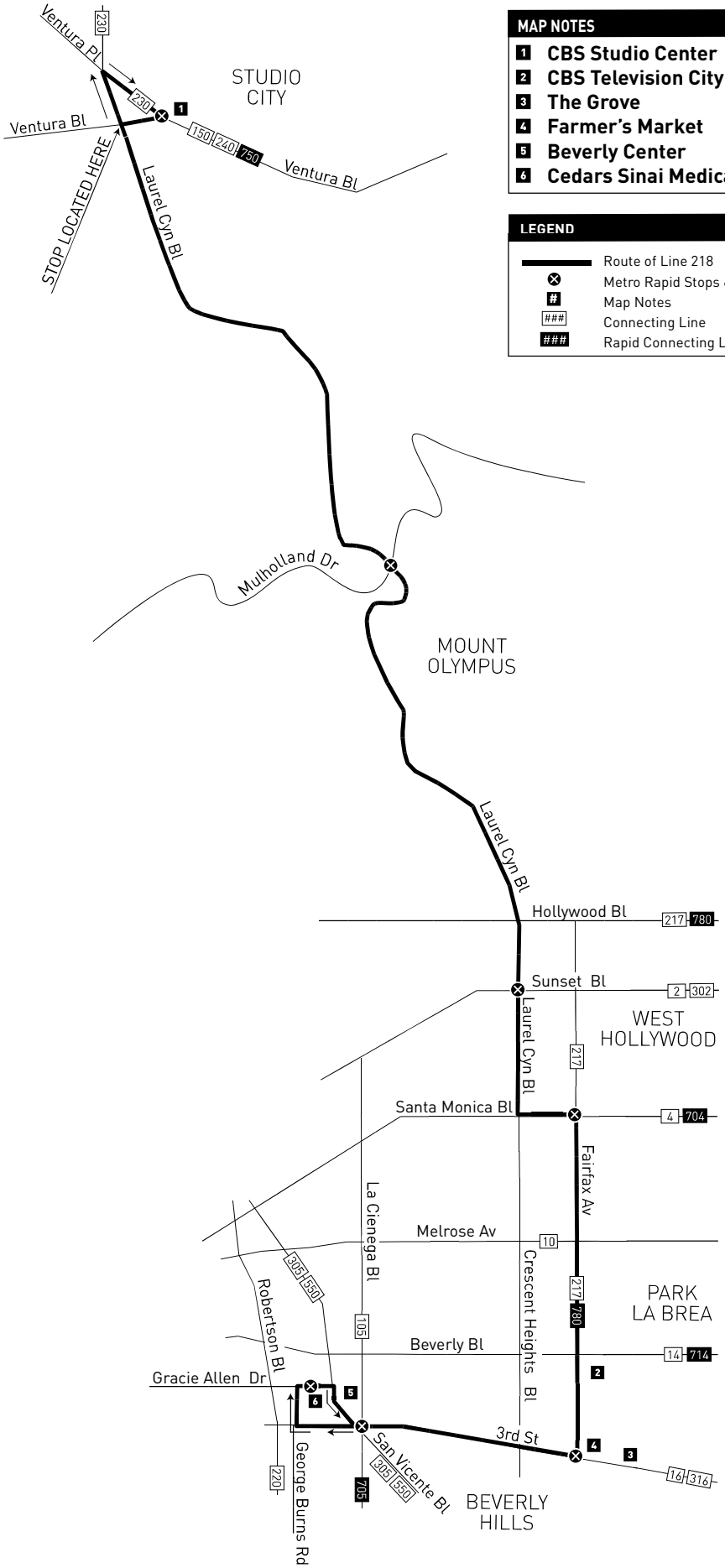
Sunday and Holiday Schedule 218

Southbound (Approximate Times)

STUDIO CITY	LOS ANGELES		WEST HOLLYWOOD	PARK LA BREA	BEVERLY HILLS	LOS ANGELES
Ventura Pl & Ventura Bl	Laurel Canyon & Mulholland	Laurel Canyon & Sunset	Fairfax & Santa Monica	Fairfax & 3rd	3rd & La Cienega	Cedars Sinai Medical Center
6:20A	6:25A	6:32A	6:35A	6:40A	6:43A	6:45A
7:00	7:05	7:12	7:15	7:20	7:23	7:25
7:40	7:45	7:52	7:55	8:00	8:03	8:05
8:20	8:26	8:35	8:39	8:44	8:47	8:49
9:00	9:06	9:15	9:19	9:24	9:27	9:29
9:40	9:46	9:55	9:59	10:05	10:10	10:12
10:18	10:26	10:34	10:38	10:44	10:49	10:51
11:00	11:08	11:16	11:20	11:26	11:31	11:33
11:40	11:48	11:56	11:59	12:06P	12:11P	12:13P
12:20P	12:28P	12:36P	12:40P	12:46	12:51	12:53
1:00	1:08	1:16	1:20	1:26	1:31	1:33
1:40	1:48	1:56	2:00	2:06	2:11	2:13
2:20	2:28	2:36	2:40	2:46	2:51	2:53
2:58	3:06	3:15	3:19	3:26	3:30	3:32
3:38	3:46	3:55	3:59	4:06	4:10	4:12
4:18	4:26	4:35	4:39	4:46	4:50	4:52
4:58	5:06	5:15	5:19	5:26	5:30	5:32
5:40	5:48	5:57	6:01	6:06	6:09	6:11
6:20	6:27	6:34	6:38	6:43	6:46	6:48

ROUTE MAP

▲N


MAP NOTES
1 CBS Studio Center
2 CBS Television City
3 The Grove
4 Farmer's Market
5 Beverly Center
6 Cedars Sinai Medical Center
LEGEND
Route of Line 218
Metro Rapid Stops & Timepoints
Map Notes
Connecting Line
Rapid Connecting Line
Ventura Pl
230
Ventura Bl
STUDIO CITY
150 240 750
STOP LOCATED HERE
Laurel Cyn Bl
Mulholland Dr
MOUNT OLYMPUS
Hollywood Bl
217 780
Sunset Bl
2 302
WEST HOLLYWOOD
Santa Monica Bl
4 704
Fairfax Av
La Cienega Bl
Melrose Av
10
305 550
105
Crescent Heights Bl
Robertson Bl
217 780
PARK LA BREA
Beverly Bl
14 714
Gracie Allen Dr
3rd St
16 316
San Vicente Bl
305 550
705
220
George Burns Rd
BEVERLY HILLS

Monday through Friday

220

Northbound (Approximate Times)

CULVER CITY		BEVERLY HILLS	WEST HOLLYWOOD
Venice & Culver	Robertson & Pico	Robertson & Wilshire	Santa Monica & San Vicente
5:57A	6:05A	6:09A	6:28A
6:37	6:45	6:49	7:08
7:17	7:25	7:29	7:48
7:57	8:06	8:11	8:28
8:37	8:46	8:51	9:08
9:17	9:26	9:31	9:48
9:57	10:06	10:11	10:28
10:37	10:46	10:51	11:07
11:17	11:26	11:31	11:46
11:57	12:06P	12:11P	12:26P
12:37P	12:46	12:51	1:06
1:17	1:26	1:31	1:46
1:57	2:06	2:11	2:26
2:37	2:46	2:51	3:06
3:17	3:26	3:31	3:46
3:57	4:06	4:11	4:26
4:37	4:46	4:51	5:06
5:17	5:25	5:30	5:46
5:57	6:05	6:10	6:26
6:37	6:45	6:50	7:06
7:16	7:23	7:27	7:44

Monday through Friday

220

Southbound (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS		CULVER CITY
San Vicente & West Hollywood Library	Robertson & Wilshire	Robertson & Pico	Venice & Culver
5:32A	5:38A	5:43A	5:55A
6:10	6:17	6:22	6:35
6:50	6:57	7:02	7:15
7:27	7:35	7:41	7:55
8:07	8:15	8:21	8:35
8:47	8:55	9:01	9:15
9:27	9:35	9:41	9:55
10:07	10:15	10:21	10:35
10:47	10:55	11:01	11:15
11:27	11:35	11:41	11:55
12:07P	12:15P	12:21P	12:35P
12:47	12:55	1:01	1:15
1:26	1:34	1:41	1:55
2:06	2:14	2:21	2:35
2:45	2:53	3:00	3:15
3:24	3:32	3:40	3:55
4:04	4:12	4:20	4:35
4:44	4:52	5:00	5:15
5:24	5:32	5:40	5:55
6:06	6:13	6:21	6:35
6:46	6:53	7:01	7:14

Holiday Schedule

No service operated on Sundays or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios en los días feriados

No habra servicio domingos, Los horarios de Domingos y días festivos serán en New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Saturday
Effective Dec 16 2007

220

Northbound (Approximate Times)

CULVER CITY		BEVERLY HILLS	WEST HOLLYWOOD
Venice & Culver	Robertson & Pico	Robertson & Wilshire	Santa Monica & San Vicente
5:57A	6:05A	6:09A	6:29A
6:37	6:45	6:49	7:09
7:17	7:25	7:29	7:49
7:57	8:06	8:11	8:28
8:37	8:46	8:51	9:08
9:17	9:26	9:31	9:48
9:57	10:06	10:11	10:28
10:37	10:46	10:51	11:07
11:17	11:26	11:31	11:46
11:57	12:06P	12:11P	12:26P
12:37P	12:46	12:51	1:06
1:17	1:26	1:31	1:46
1:57	2:06	2:11	2:26
2:37	2:46	2:51	3:06
3:17	3:26	3:31	3:46
3:57	4:06	4:11	4:27
4:37	4:45	4:50	5:06
5:17	5:25	5:30	5:46
5:57	6:05	6:09	6:25
6:37	6:45	6:49	7:05
7:17	7:25	7:29	7:46

Saturday

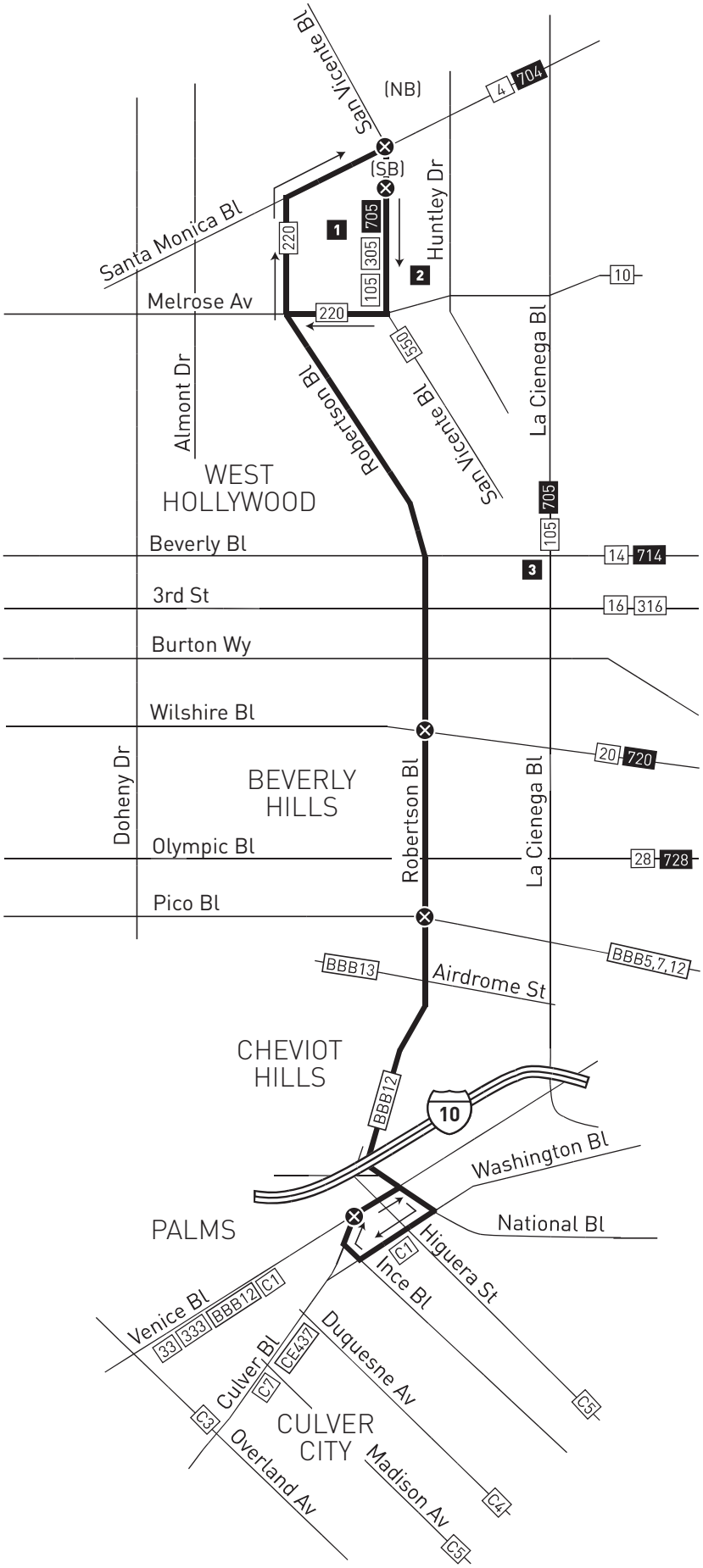
220

Southbound (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS		CULVER CITY
San Vicente & West Hollywood Library	Robertson & Wilshire	Robertson & Pico	Venice & Culver
5:36A	5:42A	5:45A	5:55A
6:14	6:20	6:24	6:35
6:54	7:00	7:04	7:15
7:34	7:40	7:44	7:55
8:14	8:20	8:24	8:35
8:52	8:58	9:03	9:15
9:32	9:38	9:43	9:55
10:12	10:18	10:23	10:35
10:52	10:58	11:03	11:15
11:32	11:38	11:43	11:55
12:09P	12:16P	12:21P	12:35P
12:49	12:56	1:01	1:15
1:29	1:36	1:41	1:55
2:09	2:16	2:21	2:35
2:49	2:56	3:01	3:15
3:29	3:36	3:41	3:55
4:10	4:18	4:23	4:35
4:50	4:58	5:03	5:15
5:30	5:38	5:43	5:55
6:10	6:18	6:23	6:35
6:53	7:01	7:05	7:15

ROUTE MAP

▲N



MAP NOTES

1. **West Hollywood Library**
2. **Pacific Design Center**
3. **Cedars-Sinai Medical Center**

LEGEND

———	Route of Line 220
⊗	Timepoint
#	Map Notes
###	Connecting Line
###	Rapid Connecting Line
BBB	BBB Santa Monica's Blue Bus
C	Culver City Bus
CE	LADOT Commuter Express Bus

151001

Monday through Friday

Effective Jun 29 2008

305

Northbound to Westwood (Approximate Times)

WILLOW-BROOK	WATTS	SOUTH LOS ANGELES					LEIMERT PARK	JEFFERSON PARK	MID-CITY		MIRACLE MILE	WEST HOLLYWOOD	BEVERLY HILLS	WESTWOOD
Imperial/Wilmington/ Rosa Parks Station	103rd St & Compton	Central & Manchester	Manchester & Broadway	Figueroa & Florence	Florence & Western	Vernon & St Andrews	Crenshaw & Martin Luther King	Adams & Crenshaw	Pico & Crenshaw	Pico & Rimpau	San Vicente & Wilshire	San Vicente & Santa Monica	Sunset & Beverly	UCLA Ackerman Loop
5:05A	5:14A	5:19A	5:23A	5:27A	5:32A	5:39A	5:46A	5:51A	5:55A	5:57A	6:05A	6:12A	6:18A	6:29A
5:25	5:34	5:39	5:43	5:47	5:52	5:59	6:06	6:11	6:15	6:17	6:25	6:32	6:39	6:51
5:43	5:52	5:57	6:01	6:05	6:10	6:17	6:24	6:29	6:34	6:36	6:45	6:53	7:00	7:12
6:09	6:18	6:23	6:27	6:31	6:37	6:45	6:53	6:59	7:04	7:06	7:15	7:23	7:31	7:44
6:34	6:44	6:50	6:54	6:58	7:04	7:12	7:20	7:26	7:32	7:34	7:44	7:53	8:01	8:15
7:03	7:13	7:19	7:23	7:28	7:34	7:42	7:50	7:56	8:02	8:04	8:14	8:23	8:32	8:46
7:33	7:43	7:49	7:53	7:58	8:04	8:11	8:20	8:26	8:32	8:34	8:44	8:53	9:02	9:16
8:03	8:13	8:19	8:23	8:28	8:34	8:41	8:50	8:56	9:02	9:04	9:14	9:23	9:32	9:45
8:40	8:50	8:56	9:00	9:05	9:11	9:18	9:27	9:33	9:39	9:41	9:50	9:59	10:08	10:21
9:23	9:34	9:40	9:45	9:50	9:56	10:03	10:12	10:18	10:24	10:26	10:35	10:44	10:53	11:06
10:08	10:19	10:25	10:30	10:35	10:41	10:48	10:57	11:03	11:09	11:11	11:20	11:29	11:38	11:51
10:53	11:04	11:10	11:15	11:20	11:26	11:33	11:42	11:48	11:54	11:56	12:05P	12:14P	12:23P	12:36P
11:38	11:49	11:55	11:59	12:05P	12:11P	12:18P	12:27P	12:33P	12:39P	12:41P	12:50	12:59	1:08	1:22
12:22P	12:33P	12:39P	12:44P	12:49	12:55	1:03	1:12	1:18	1:24	1:26	1:35	1:44	1:53	2:08
1:07	1:18	1:24	1:29	1:34	1:40	1:48	1:57	2:03	2:09	2:11	2:20	2:29	2:38	2:53
1:52	2:03	2:09	2:13	2:19	2:25	2:33	2:42	2:48	2:54	2:56	3:05	3:14	3:23	3:39
2:37	2:48	2:54	2:58	3:04	3:10	3:18	3:27	3:33	3:39	3:41	3:50	3:59	4:08	4:24
3:08	3:20	3:27	3:32	3:38	3:44	3:53	4:02	4:08	4:14	4:16	4:25	4:34	4:43	4:59
3:33	3:45	3:52	3:57	4:03	4:09	4:18	4:27	4:33	4:39	4:41	4:50	4:59	5:08	5:23
4:07	4:19	4:26	4:31	4:37	4:43	4:52	5:01	5:07	5:13	5:15	5:25	5:33	5:42	5:57
4:42	4:54	5:01	5:05	5:12	5:18	5:27	5:36	5:42	5:48	5:50	6:00	6:08	6:17	6:31
5:24	5:36	5:43	5:47	5:54	6:00	6:08	6:17	6:23	6:29	6:31	6:40	6:48	6:57	7:10
6:09	6:19	6:25	6:29	6:35	6:41	6:49	6:58	7:04	7:10	7:12	7:20	7:28	7:36	7:49
6:43	6:53	6:59	7:03	7:07	7:13	7:20	7:28	7:34	7:40	7:42	7:50	7:58	8:05	8:17
7:27	7:36	7:41	7:45	7:49	7:55	8:02	8:10	8:15	8:20	8:22	8:30	8:38	8:45	8:57
8:31	8:40	8:45	8:49	8:53	8:59	9:05	9:12	9:17	9:21	9:23	9:31	9:38	9:44	9:55
9:32	9:41	9:46	9:50	9:54	9:59	10:05	10:12	10:17	10:21	10:23	10:31	10:38	10:44	10:55

Monday through Friday

305

Southbound to Willowbrook (Approximate Times)

WESTWOOD	BEVERLY HILLS	WEST HOLLYWOOD	MIRACLE MILE	MID-CITY		JEFFERSON PARK	LEIMERT PARK	SOUTH LOS ANGELES					WATTS	WILLOW-BROOK
UCLA Ackerman Loop	Sunset & Beverly	San Vicente & Santa Monica	San Vicente & Wilshire	Pico & Rimpau	Pico & Crenshaw	Adams & Crenshaw	Crenshaw & Martin Luther King	Vernon & St Andrews	Florence & Western	Figueroa & Florence	Manchester & Broadway	Central & Manchester	103rd St & Compton	Imperial/Wilmington/ Rosa Parks Station
5:18A	5:29A	5:36A	5:42A	5:50A	5:52A	5:57A	6:02A	6:10A	6:17A	6:22A	6:26A	6:30A	6:35A	6:42A
5:46	5:57	6:05	6:12	6:21	6:23	6:29	6:35	6:43	6:50	6:55	6:59	7:03	7:08	7:15
6:14	6:27	6:35	6:42	6:51	6:53	6:59	7:05	7:14	7:22	7:27	7:32	7:36	7:41	7:48
6:43	6:56	7:04	7:12	7:21	7:23	7:29	7:35	7:44	7:52	7:57	8:02	8:06	8:11	8:18
7:17	7:32	7:40	7:49	7:59	8:01	8:07	8:13	8:22	8:30	8:35	8:40	8:44	8:49	8:56
7:55	8:10	8:18	8:27	8:36	8:38	8:44	8:50	8:59	9:07	9:12	9:17	9:21	9:26	9:33
8:41	8:56	9:04	9:12	9:21	9:23	9:29	9:35	9:44	9:52	9:57	10:02	10:06	10:11	10:19
9:26	9:41	9:49	9:57	10:07	10:09	10:15	10:21	10:31	10:39	10:44	10:49	10:53	10:58	11:06
10:10	10:25	10:33	10:42	10:52	10:54	11:00	11:06	11:16	11:24	11:29	11:34	11:38	11:43	11:52
10:55	11:10	11:18	11:27	11:37	11:39	11:45	11:51	12:01P	12:09P	12:14P	12:19P	12:23P	12:28P	12:37P
11:39	11:55	12:03P	12:12P	12:22P	12:24P	12:30P	12:37P	12:48	12:56	1:01	1:07	1:11	1:16	1:25
12:22P	12:38P	12:47	12:57	1:07	1:09	1:15	1:22	1:33	1:41	1:46	1:52	1:56	2:01	2:10
1:07	1:23	1:32	1:42	1:52	1:54	2:00	2:07	2:18	2:26	2:32	2:38	2:42	2:47	2:56
1:46	2:02	2:12	2:22	2:33	2:35	2:42	2:49	3:00	3:08	3:14	3:20	3:25	3:31	3:41
2:26	2:42	2:52	3:02	3:14	3:16	3:23	3:31	3:42	3:50	3:56	4:02	4:07	4:13	4:23
3:05	3:21	3:32	3:42	3:56	3:58	4:05	4:13	4:24	4:32	4:38	4:44	4:49	4:55	5:05
3:44	4:01	4:12	4:22	4:36	4:38	4:45	4:53	5:04	5:12	5:18	5:24	5:29	5:35	5:45
4:24	4:41	4:52	5:02	5:16	5:18	5:25	5:33	5:44	5:52	5:58	6:03	6:08	6:14	6:22
5:04	5:21	5:32	5:42	5:55	5:57	6:04	6:12	6:23	6:31	6:36	6:41	6:46	6:51	6:58
5:45	6:02	6:13	6:22	6:34	6:36	6:43	6:49	7:00	7:07	7:12	7:17	7:21	7:26	7:33
6:38	6:54	7:03	7:12	7:23	7:25	7:31	7:37	7:48	7:54	7:59	8:03	8:07	8:12	8:18
7:43	7:57	8:05	8:12	8:20	8:22	8:28	8:33	8:43	8:49	8:54	8:58	9:02	9:06	9:12
8:46	8:59	9:06	9:12	9:20	9:22	9:27	9:32	9:40	9:46	9:51	9:55	9:59	10:03	10:09

Saturday, Sunday and Holidays

Effective Jun 29 2008

305

Northbound to Westwood (Approximate Times)

WILLOW-BROOK	WATTS	SOUTH LOS ANGELES					LEIMERT PARK	JEFFERSON PARK	MID-CITY		MIRACLE MILE	WEST HOLLYWOOD	BEVERLY HILLS	WESTWOOD
Imperial/Wilmington/ Rosa Parks Station	103rd St & Compton	Central & Manchester	Manchester & Broadway	Figueroa & Florence	Florence & Western	Vernon & St Andrews	Crenshaw & Martin Luther King	Adams & Crenshaw	Pico & Crenshaw	Pico & Rimpau	San Vicente & Wilshire	San Vicente & Santa Monica	Sunset & Beverly	UCLA Ackerman Loop
5:48A	5:57A	6:02A	6:05A	6:09A	6:14A	6:20A	6:27A	6:31A	6:37A	6:39A	6:48A	6:54A	7:00A	7:14A
6:43	6:52	6:58	7:02	7:06	7:11	7:18	7:26	7:31	7:37	7:39	7:48	7:54	8:00	8:14
7:43	7:52	7:58	8:02	8:06	8:11	8:18	8:26	8:31	8:37	8:39	8:48	8:54	9:00	9:15
8:38	8:47	8:53	8:57	9:01	9:07	9:15	9:24	9:30	9:36	9:38	9:48	9:55	10:01	10:16
9:35	9:45	9:51	9:56	10:01	10:07	10:15	10:24	10:30	10:36	10:38	10:48	10:55	11:01	11:16
10:35	10:45	10:51	10:56	11:01	11:07	11:15	11:24	11:30	11:36	11:38	11:48	11:55	12:01P	12:17P
11:32	11:42	11:48	11:53	11:58	12:04P	12:12P	12:21P	12:28P	12:35P	12:37P	12:47P	12:55P	1:02	1:18
12:31P	12:42P	12:48P	12:53P	12:58P	1:04	1:12	1:21	1:28	1:35	1:37	1:47	1:55	2:02	2:18
1:32	1:43	1:49	1:54	1:59	2:05	2:13	2:22	2:29	2:36	2:38	2:48	2:56	3:03	3:19
2:31	2:42	2:48	2:53	2:58	3:04	3:12	3:21	3:28	3:35	3:37	3:47	3:55	4:02	4:19
3:32	3:43	3:49	3:54	3:59	4:05	4:14	4:23	4:30	4:37	4:39	4:49	4:57	5:04	5:20
4:32	4:43	4:49	4:54	4:59	5:05	5:14	5:23	5:30	5:37	5:39	5:49	5:57	6:04	6:20
5:34	5:44	5:50	5:55	6:00	6:06	6:15	6:24	6:31	6:37	6:39	6:48	6:55	7:01	7:16
6:37	6:47	6:52	6:57	7:02	7:08	7:16	7:25	7:31	7:37	7:39	7:48	7:55	8:01	8:15
7:43	7:53	7:58	8:02	8:06	8:12	8:19	8:27	8:32	8:37	8:39	8:48	8:55	9:01	9:14
8:48	8:58	9:03	9:07	9:11	9:16	9:22	9:29	9:34	9:38	9:40	9:48	9:55	10:01	10:14

Saturday, Sunday and Holidays

305

Southbound to Willowbrook (Approximate Times)

WESTWOOD	BEVERLY HILLS	WEST HOLLYWOOD	MIRACLE MILE	MID-CITY		JEFFERSON PARK	LEIMERT PARK	SOUTH LOS ANGELES					WATTS	WILLOW-BROOK
UCLA Ackerman Loop	Sunset & Beverly	San Vicente & Santa Monica	San Vicente & Wilshire	Pico & Rimpau	Pico & Crenshaw	Adams & Crenshaw	Crenshaw & Martin Luther King	Vernon & St Andrews	Florence & Western	Figueroa & Florence	Manchester & Broadway	Central & Manchester	103rd St & Compton	Imperial/Wilmington/ Rosa Parks Station
5:37A	5:48A	5:55A	6:03A	6:12A	6:14A	6:19A	6:24A	6:32A	6:39A	6:45A	6:49A	6:53A	6:58A	7:06A
6:37	6:48	6:55	7:03	7:12	7:14	7:19	7:24	7:32	7:39	7:45	7:49	7:53	7:58	8:06
7:37	7:48	7:55	8:03	8:12	8:14	8:19	8:24	8:32	8:39	8:45	8:49	8:53	8:58	9:06
8:37	8:48	8:55	9:03	9:12	9:14	9:19	9:25	9:34	9:42	9:48	9:52	9:57	10:03	10:11
9:35	9:47	9:54	10:03	10:12	10:14	10:19	10:25	10:34	10:42	10:48	10:52	10:57	11:03	11:12
10:35	10:47	10:54	11:03	11:13	11:15	11:21	11:28	11:37	11:46	11:52	11:57	12:02P	12:08P	12:17P
11:33	11:46	11:53	12:03P	12:13P	12:15P	12:21P	12:28P	12:38P	12:48P	12:54P	12:59P	1:04	1:10	1:20
12:28P	12:42P	12:50P	1:01	1:11	1:13	1:20	1:28	1:38	1:48	1:54	1:59	2:04	2:10	2:20
1:29	1:43	1:51	2:02	2:12	2:14	2:21	2:29	2:39	2:49	2:55	3:00	3:05	3:11	3:21
2:29	2:43	2:51	3:02	3:12	3:14	3:21	3:29	3:39	3:49	3:55	4:00	4:05	4:11	4:21
3:30	3:44	3:52	4:03	4:13	4:15	4:22	4:30	4:40	4:50	4:56	5:01	5:06	5:12	5:22
4:30	4:44	4:52	5:03	5:13	5:15	5:22	5:30	5:40	5:50	5:56	6:01	6:06	6:11	6:20
5:31	5:45	5:53	6:04	6:13	6:15	6:21	6:28	6:37	6:46	6:52	6:57	7:02	7:07	7:15
6:34	6:47	6:54	7:03	7:12	7:14	7:19	7:25	7:33	7:41	7:47	7:52	7:56	8:01	8:09
7:36	7:48	7:55	8:03	8:11	8:13	8:18	8:23	8:31	8:38	8:43	8:47	8:51	8:55	9:03
8:38	8:49	8:56	9:03	9:11	9:13	9:18	9:23	9:31	9:38	9:43	9:47	9:51	9:55	10:03

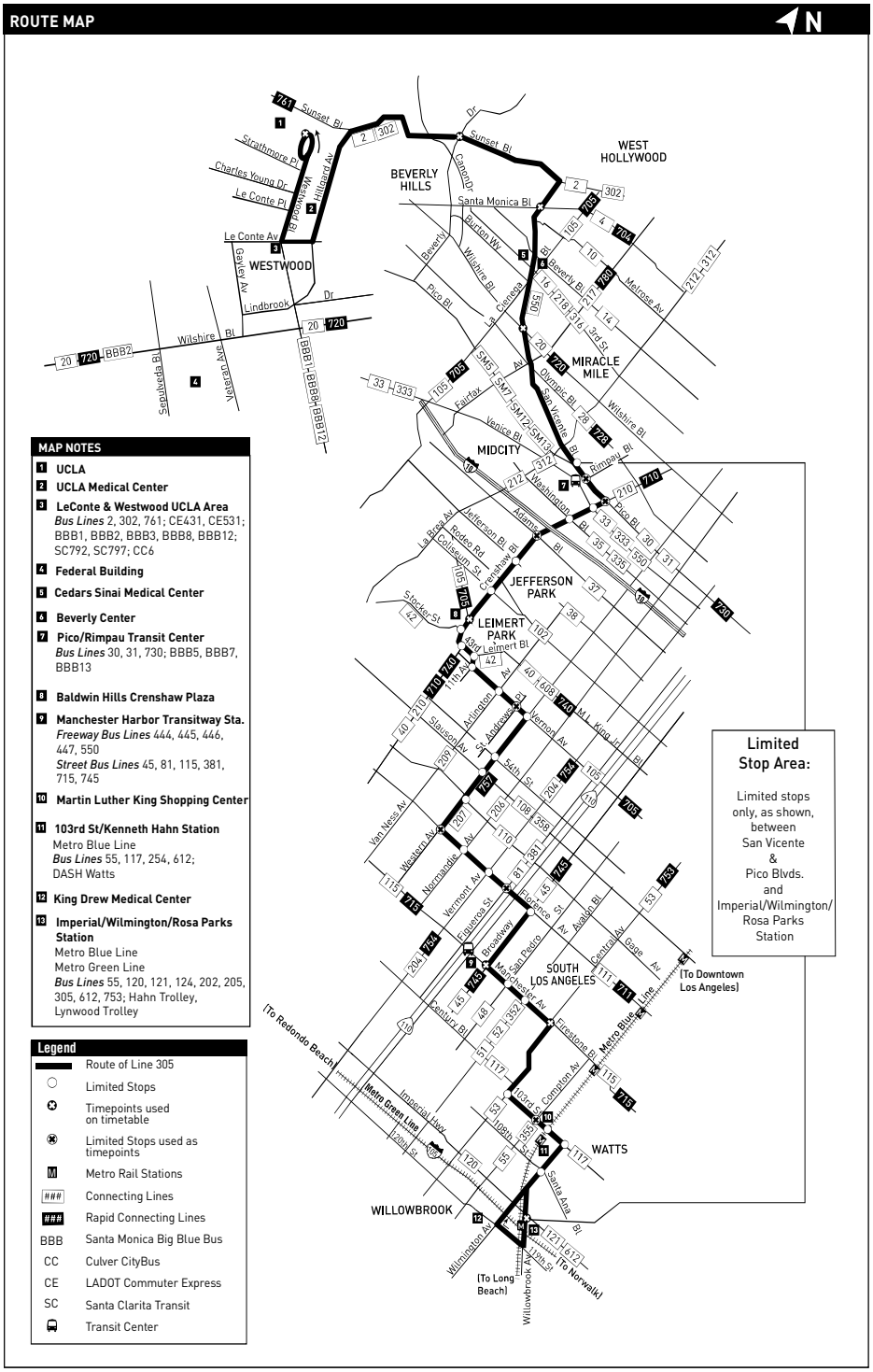
Holiday Schedule

Sunday & Holiday schedule will operate on
New Year's Day, Memorial Day, Independence Day,
Labor Day, Thanksgiving Day and Christmas Day.

Horarios en los días feriados

Los horarios de Domingos y días festivos serán en
New Year's Day, Memorial Day, Independence Day, Labor Day,
Thanksgiving Day y Christmas Day.

ROUTE MAP



MAP NOTES

1. **UCLA**
2. **UCLA Medical Center**
3. **LeConte & Westwood UCLA Area**
   Bus Lines 2, 302, 761; CE431, CE531; BBB1, BBB2, BBB3, BBB8, BBB12; SC792, SC797; CC6
4. **Federal Building**
5. **Cedars Sinai Medical Center**
6. **Beverly Center**
7. **Pico/Rimpau Transit Center**
   Bus Lines 30, 31, 730; BBB5, BBB7, BBB13
8. **Baldwin Hills Crenshaw Plaza**
9. **Manchester Harbor Transitway Sta.**
   Freeway Bus Lines 444, 445, 446, 447, 550
   Street Bus Lines 45, 81, 115, 381, 715, 745
10. **Martin Luther King Shopping Center**
11. **103rd St/Kenneth Hahn Station**
    Metro Blue Line
    Bus Lines 55, 117, 254, 612; DASH Watts
12. **King Drew Medical Center**
13. **Imperial/Wilmington/Rosa Parks Station**
    Metro Blue Line
    Metro Green Line
    Bus Lines 55, 120, 121, 124, 202, 205, 305, 612, 753; Hahn Trolley, Lynwood Trolley

Legend

- Route of Line 305
- Limited Stops
- Timepoints used on timetable
- Limited Stops used as timepoints
- Metro Rail Stations
- ### Connecting Lines
- ### Rapid Connecting Lines
- BBB Santa Monica Big Blue Bus
- CC Culver CityBus
- CE LADOT Commuter Express
- SC Santa Clarita Transit
- Transit Center

151024

Monday through Friday

Effective Dec 17, 2006

550

Northbound – to West Hollywood (Approximate Times)

SAN PEDRO		HARBOR CITY	HARBOR GATEWAY	LOS ANGELES		EXPOSITION PARK	MID-CITY	BEVERLY HILLS	WEST HOLLYWOOD
7th & Patton (San Pedro Peninsula Hospital)	Gaffey & Channel	Pacific Coast Hwy & Normandie (Kaiser Hospital)	Vermont & Carson (Harbor UCLA Hospital)	Artesia Transit Center	Harbor Fwy/I105 Station	Figueroa & Exposition (USC)	Venice & Crenshaw	San Vicente & Wilshire	Santa Monica & San Vicente
4:52A	5:04A	5:09A	5:17A	5:24A	5:30A	5:39A	5:52A	6:01A	6:08A
—	—	—	5:47	5:54	6:00	6:10	6:24	6:35	6:42
5:45	5:57	6:02	6:11	6:18	6:24	6:35	6:52	7:03	7:11
—	—	—	6:33	6:40	6:46	6:58	7:17	7:29	7:38
6:26	6:39	6:46	6:55	7:02	7:08	7:21	7:40	7:54	8:03
—	—	—	7:23	7:30	7:36	7:49	8:08	8:22	8:31
7:22	7:36	7:43	7:53	8:00	8:06	8:19	8:38	8:52	9:01
—	—	—	8:23	8:30	8:36	8:48	9:06	9:18	9:26
8:22	8:36	8:43	8:53	9:00	9:06	9:17	9:34	9:46	9:54
9:08	9:21	9:28	9:38	9:45	9:51	10:02	10:18	10:28	10:36
9:53	10:06	10:13	10:23	10:30	10:36	10:47	11:03	11:13	11:21
10:38	10:51	10:58	11:08	11:15	11:21	11:32	11:49	11:59	12:07P
11:23	11:36	11:43	11:53	11:59	12:06P	12:17P	12:34P	12:44P	12:52
12:08P	12:21P	12:28P	12:38P	12:45P	12:51	1:02	1:19	1:29	1:37
12:53	1:06	1:13	1:23	1:30	1:36	1:47	2:04	2:15	2:23
1:37	1:50	1:57	2:08	2:15	2:21	2:33	2:50	3:01	3:09
—	—	—	2:38	2:45	2:51	3:03	3:21	3:32	3:40
2:32	2:45	2:52	3:03	3:10	3:16	3:28	3:46	3:58	4:07
—	—	—	3:28	3:35	3:41	3:53	4:11	4:23	4:32
3:21	3:35	3:42	3:53	4:00	4:06	4:18	4:36	4:48	4:57
—	—	—	4:18	4:25	4:31	4:43	5:01	5:13	5:22
4:11	4:25	4:32	4:43	4:50	4:56	5:08	5:26	5:38	5:47
—	—	—	5:08	5:15	5:21	5:33	5:51	6:03	6:12
5:02	5:15	5:22	5:33	5:40	5:46	5:58	6:15	6:27	6:36
5:27	5:40	5:47	5:58	6:05	6:11	6:22	6:39	6:50	6:59
5:58	6:11	6:18	6:28	6:35	6:41	6:52	7:09	7:18	7:26
6:35	6:47	6:53	7:03	7:10	7:16	7:27	7:44	7:53	7:59
7:31	7:43	7:49	7:57	8:03	8:09	8:18	8:34	8:43	8:49
8:31	8:42	8:47	8:55	9:01	9:07	9:16	9:32	9:41	9:47
9:29	9:40	9:45	9:53	9:59	10:05	10:14	10:30	10:39	10:45
10:29	10:40	10:45	10:53	10:59	11:05	11:14	11:30	11:39	11:45

Saturday, Sunday and Holidays

550

Northbound – to West Hollywood (Approximate Times)

SAN PEDRO		HARBOR CITY	HARBOR GATEWAY	LOS ANGELES		EXPOSITION PARK	MID-CITY	BEVERLY HILLS	WEST HOLLYWOOD
7th & Patton (San Pedro Peninsula Hospital)	Gaffey & Channel	Pacific Coast Hwy & Normandie (Kaiser Hospital)	Vermont & Carson (Harbor UCLA Hospital)	Artesia Transit Center	Harbor Fwy/I105 Station	Figueroa & Exposition (USC)	Venice & Crenshaw	San Vicente & Wilshire	Santa Monica & San Vicente
6:46A	6:58A	7:04A	7:13A	7:20A	7:26A	7:35A	7:50A	7:59A	8:05A
7:31	7:43	7:49	7:58	8:05	8:11	8:20	8:36	8:45	8:52
8:15	8:27	8:33	8:43	8:50	8:56	9:06	9:22	9:31	9:38
9:00	9:12	9:18	9:28	9:35	9:41	9:51	10:07	10:16	10:23
9:45	9:57	10:03	10:13	10:20	10:26	10:36	10:52	11:01	11:08
10:30	10:42	10:48	10:58	11:05	11:11	11:21	11:38	11:48	11:55
11:15	11:27	11:33	11:43	11:50	11:56	12:06P	12:23P	12:33P	12:40P
11:59	12:12P	12:18P	12:28P	12:35P	12:41P	12:51	1:08	1:18	1:25
12:45P	12:57	1:03	1:13	1:20	1:26	1:36	1:53	2:03	2:10
1:30	1:42	1:48	1:58	2:05	2:11	2:21	2:39	2:49	2:56
2:15	2:27	2:33	2:43	2:50	2:56	3:06	3:24	3:34	3:41
3:00	3:12	3:18	3:28	3:35	3:41	3:51	4:09	4:19	4:26
3:45	3:57	4:03	4:13	4:20	4:26	4:36	4:54	5:04	5:11
4:30	4:42	4:48	4:58	5:05	5:11	5:21	5:39	5:49	5:55
5:15	5:27	5:33	5:43	5:50	5:56	6:05	6:22	6:31	6:37
6:17	6:29	6:35	6:44	6:50	6:56	7:05	7:22	7:31	7:37
7:28	7:40	7:46	7:54	8:00	8:06	8:15	8:31	8:40	8:46
8:30	8:41	8:46	8:54	9:00	9:06	9:15	9:31	9:40	9:46
9:30	9:41	9:46	9:54	10:00	10:06	10:15	10:31	10:40	10:46
10:30	10:41	10:46	10:54	11:00	11:06	11:15	11:31	11:40	11:46

LINE 550 EXPRESS SERVICE - NORTHBOUND—From 7th St. and Patton Ave. in San Pedro to Vermont Ave. and Pacific Coast Hwy., buses operate in local service. From Vermont Ave. and Pacific Coast Hwy. to Artesia Transit Center, buses operate in limited stop service observing only the stops noted on the map. Passengers may board and alight at all designated stops in these areas. From Artesia Transit Center to the 39th St. and Figueroa St., buses operate on the Harbor Transitway. Buses then operate in limited stop service from Figueroa St. and Exposition Blvd. to San Vicente and Pico Blvds. observing only the stops noted on the map; then in local service to West Hollywood. Passengers may board and alight at all designated stops from Figueroa St. and 39th St. to West Hollywood.

Monday through Friday

Effective Dec 17, 2006

550

Southbound – to San Pedro (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS	MID-CITY	EXPOSITION PARK	LOS ANGELES		HARBOR GATEWAY	HARBOR CITY	SAN PEDRO	
Santa Monica & San Vicente	San Vicente & Wilshire	Venice & Crenshaw	Figueroa & Exposition (USC)	Harbor Fwy/I105 Station	Artesia Transit Center	Vermont & Carson (Harbor UCLA Hospital)	Pacific Coast Hwy & Normandie (Kaiser Hospital)	Gaffey & Channel	7th & Patton (San Pedro Peninsula Hospital)
5:02A	5:08A	5:16A	5:29A	5:39A	5:45A	5:53A	6:01A	6:06A	6:13A
5:26	5:32	5:40	5:53	6:03	6:09	6:17	—	—	—
5:45	5:51	5:59	6:14	6:25	6:31	6:39	6:49	6:55	7:03
6:02	6:09	6:18	6:34	6:45	6:51	7:00	—	—	—
6:21	6:29	6:38	6:54	7:05	7:11	7:20	7:30	7:36	7:44
6:43	6:51	7:01	7:19	7:30	7:36	7:45	—	—	—
7:07	7:15	7:26	7:44	7:55	8:01	8:10	8:20	8:26	8:34
7:33	7:41	7:52	8:09	8:20	8:26	8:35	—	—	—
7:58	8:06	8:17	8:34	8:45	8:51	9:00	9:09	9:15	9:23
8:23	8:31	8:42	8:59	9:10	9:16	9:24	—	—	—
8:54	9:02	9:13	9:29	9:40	9:46	9:54	10:03	10:09	10:17
9:38	9:47	9:58	10:14	10:25	10:31	10:39	10:48	10:54	11:02
10:23	10:32	10:43	10:59	11:10	11:16	11:24	11:33	11:39	11:47
11:08	11:17	11:28	11:44	11:55	12:01P	12:09P	12:18P	12:24P	12:32P
11:53	12:02P	12:13P	12:29P	12:40P	12:46	12:54	1:03	1:09	1:17
12:37P	12:46	12:57	1:14	1:25	1:31	1:39	1:48	1:54	2:02
1:20	1:30	1:42	1:59	2:10	2:16	2:24	2:33	2:39	2:48
2:05	2:15	2:27	2:45	2:56	3:02	3:10	3:20	3:26	3:35
2:39	2:49	3:02	3:21	3:32	3:38	3:47	3:57	4:04	4:13
3:09	3:19	3:32	3:51	4:03	4:09	4:18	4:28	4:35	4:45
3:32	3:42	3:57	4:16	4:28	4:34	4:43	—	—	—
3:57	4:07	4:22	4:41	4:54	5:00	5:09	5:19	5:26	5:36
4:21	4:31	4:47	5:06	5:19	5:25	5:34	5:44	5:51	6:01
4:45	4:55	5:12	5:31	5:44	5:50	5:59	6:09	6:16	6:25
5:10	5:20	5:37	5:56	6:08	6:14	6:22	6:32	6:38	6:46
5:35	5:45	6:02	6:21	6:33	6:39	6:47	6:56	7:02	7:10
6:11	6:20	6:35	6:54	7:05	7:11	7:19	—	—	—
6:48	6:57	7:08	7:25	7:35	7:41	7:49	7:58	8:03	8:09
7:24	7:33	7:43	7:59	8:09	8:15	8:22	—	—	—
8:10	8:17	8:26	8:39	8:49	8:55	9:02	9:10	9:15	9:21
9:06	9:13	9:22	9:35	9:45	9:51	9:58	10:06	10:11	10:17
10:06	10:13	10:22	10:35	10:45	10:51	10:58	11:06	11:11	11:17

Saturday, Sunday and Holidays

550

Southbound – to San Pedro (Approximate Times)

WEST HOLLYWOOD	BEVERLY HILLS	MID-CITY	EXPOSITION PARK	LOS ANGELES		HARBOR GATEWAY	HARBOR CITY	SAN PEDRO	
Santa Monica & San Vicente	San Vicente & Wilshire	Venice & Crenshaw	Figueroa & Exposition (USC)	Harbor Fwy/I105 Station	Artesia Transit Center	Vermont & Carson (Harbor UCLA Hospital)	Pacific Coast Hwy & Normandie (Kaiser Hospital)	Gaffey & Channel	7th & Patton (San Pedro Peninsula Hospital)
5:51A	5:57A	6:06A	6:19A	6:29A	6:35A	6:43A	6:52A	6:57A	7:04A
6:34	6:41	6:51	7:04	7:14	7:20	7:28	7:37	7:42	7:49
7:19	7:26	7:36	7:49	7:59	8:05	8:13	8:22	8:27	8:34
8:04	8:11	8:21	8:34	8:44	8:50	8:58	9:07	9:12	9:19
8:49	8:56	9:06	9:19	9:29	9:35	9:43	9:52	9:57	10:05
9:32	9:39	9:49	10:03	10:14	10:20	10:28	10:37	10:43	10:51
10:14	10:22	10:32	10:48	10:59	11:05	11:13	11:22	11:28	11:36
10:55	11:04	11:15	11:33	11:44	11:50	11:58	12:07P	12:13P	12:21P
11:40	11:49	11:59	12:18P	12:29P	12:35P	12:43P	12:52	12:58	1:06
12:25P	12:34P	12:45P	1:03	1:14	1:20	1:28	1:37	1:43	1:51
1:10	1:19	1:30	1:48	1:59	2:05	2:13	2:22	2:28	2:36
1:55	2:04	2:15	2:33	2:44	2:50	2:58	3:07	3:13	3:21
2:40	2:49	3:00	3:18	3:29	3:35	3:43	3:52	3:58	4:06
3:25	3:34	3:45	4:03	4:14	4:20	4:28	4:37	4:43	4:51
4:10	4:19	4:30	4:48	4:59	5:05	5:13	5:22	5:28	5:36
4:55	5:04	5:15	5:33	5:44	5:50	5:58	6:07	6:13	6:21
5:57	6:06	6:17	6:34	6:44	6:50	6:57	7:05	7:11	7:18
7:02	7:10	7:19	7:34	7:44	7:50	7:57	8:05	8:10	8:16
8:05	8:12	8:21	8:34	8:44	8:50	8:57	9:05	9:10	9:16
9:05	9:12	9:21	9:34	9:44	9:50	9:57	10:05	10:10	10:16
10:05	10:12	10:21	10:34	10:44	10:50	10:57	11:05	11:10	11:16

LINE 550 EXPRESS SERVICE - SOUTHBOUND—From San Vicente and Santa Monica Blvds. in West Hollywood to San Vicente and Pico Blvds., buses operate in local service. From San Vicente and Pico Blvds. to Figueroa St. and 39th St., buses operate in limited stop service observing only the stops noted on the map. Passengers may board and alight at all designated stops in these areas. From 39th St. and Figueroa St. to Artesia Transit Center, buses operate on the Harbor Transitway. Buses then operate in limited stop service from the Artesia Transit Center to Vermont Ave. and Pacific Coast Hwy., observing only the stops noted on the map; then in local service to San Pedro. Passengers may board and alight at all designated stops from Artesia Transit Center to San Pedro.

Harbor Transitway Combined Services - Lines 444, 445, 446, 447 & 450X

Weekday Northbound

AM	MIDDAY	PM	7-10PM	10PM-1AM
8-10 min	30 min	8-10 min	25-30 min	60 min

Weekday Southbound

AM	MIDDAY	PM	7-10PM	10PM-1AM
5-8 min	30 min	8-10 min	12-30 min	60 min

Weekends & Holidays – both directions

AM	MID-DAY	PM	7-10PM	10PM-1AM
30 min	30 min	30 min	30 min	60 min

Artesia Transit Center Features:

- 40 minute travel time to Downtown L.A.
- 30 minutes or less on Line 450 Express
- Free Parking. Take advantage of more than 900 spaces
- Late Night Service on Line 446 from San Pedro to Downtown L.A.

Saturday, Sunday and Holiday Schedule

Saturday, Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Sabado, Domingo y dias Feriados

Los horarios de Sabado, Domingos y días festivos serán en New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

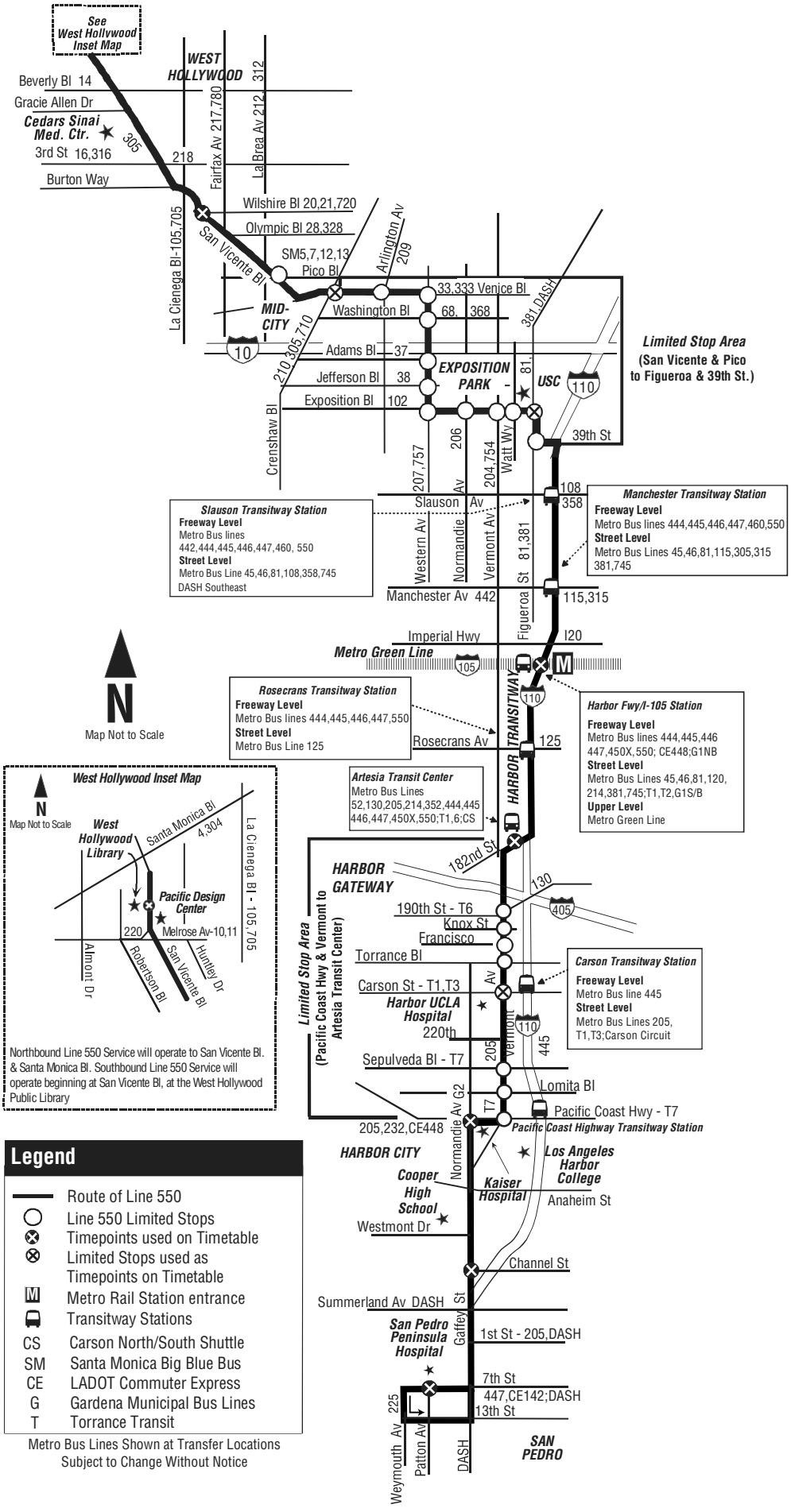
1.800.COMMUTE
6:30am to 7pm, Mon-Fri
8am to 4:30pm, Sat-Sun
Closed Holidays

Metro Customer Service
213.922.6235
6:30am to 7pm, Mon-Fri
8am to 4:30pm, Sat-Sun

TTY 800-252-9040

Metro Trip Planner
metro.net

All service accessible


See West Hollywood Inset Map
WEST HOLLYWOOD
Beverly Bl 14
Gracie Allen Dr
Cedars Sinai Med. Ctr.
3rd St 16,316
305
218
Burton Way
Fairfax Av 217,780
La Brea Av 212, 312
Wilshire Bl 20,21,720
Olympic Bl 28,328
San Vicente Bl
La Cienega Bl-105,705
SM5,7,12,13
Pico Bl
Arlington Av 209
33,333 Venice Bl
MID-CITY
Washington Bl
68, 368
381,DASH
Limited Stop Area
(San Vicente & Pico to Figueroa & 39th St.)
10
210,305,710
Adams Bl 37
Jefferson Bl 38
EXPOSITION PARK
USC
110
Exposition Bl 102
Crenshaw Bl
207,757
206
204,754
Watt Wy
81,
39th St
108
358
Slauson Av
Slauson Transitway Station
Freeway Level
Metro Bus lines
442,444,445,446,447,460, 550
Street Level
Metro Bus Line 45,46,81,108,358,745
DASH Southeast
Manchester Transitway Station
Freeway Level
Metro Bus lines 444,445,446,447,460,550
Street Level
Metro Bus Lines 45,46,81,115,305,315
381,745
Western Av
Normandie
Vermont Av
81,381
Manchester Av 442
Figueroa St
115,315
Imperial Hwy
I20
Metro Green Line
105
M
110
HARBOR TRANSITWAY
Harbor Fwy/I-105 Station
Freeway Level
Metro Bus lines 444,445,446
447,450X,550; CE448;G1NB
Street Level
Metro Bus Lines 45,46,81,120,
214,381,745;T1,T2,G1S/B
Upper Level
Metro Green Line
Rosecrans Transitway Station
Freeway Level
Metro Bus lines 444,445,446,447,550
Street Level
Metro Bus Line 125
Rosecrans Av
125
Artesia Transit Center
Metro Bus Lines
52,130,205,214,352,444,445
446,447,450X,550;T1,6;CS
182nd St
HARBOR GATEWAY
130
405
190th St - T6
Knox St
Francisco
Torrance Bl
Carson Transitway Station
Freeway Level
Metro Bus line 445
Street Level
Metro Bus Lines 205,
T1,T3;Carson Circuit
Carson St - T1,T3
Harbor UCLA Hospital
220th
Vermont Av
110
205
445
Sepulveda Bl - T7
Lomita Bl
G2
T7
Pacific Coast Hwy - T7
205,232,CE448
Pacific Coast Highway Transitway Station
Limited Stop Area
(Pacific Coast Hwy & Vermont to Artesia Transit Center)
HARBOR CITY
Normandie Av
Cooper High School
Kaiser Hospital
Los Angeles Harbor College
Anaheim St
Westmont Dr
Channel St
Summerland Av DASH
Gaffey St
San Pedro Peninsula Hospital
1st St - 205,DASH
7th St
447,CE142;DASH
13th St
225
Weymouth Av
Patton Av
DASH
SAN PEDRO
N
Map Not to Scale
West Hollywood Inset Map
N
Map Not to Scale
West Hollywood Library
Santa Monica Bl
4,304
La Cienega Bl - 105,705
Pacific Design Center
220
Melrose Av-10,11
Almont Dr
Robertson Bl
San Vicente Bl
Huntley Dr
Northbound Line 550 Service will operate to San Vicente Bl. & Santa Monica Bl. Southbound Line 550 Service will operate beginning at San Vicente Bl, at the West Hollywood Public Library
Legend
Route of Line 550
Line 550 Limited Stops
Timepoints used on Timetable
Limited Stops used as Timepoints on Timetable
M Metro Rail Station entrance
Transitway Stations
CS Carson North/South Shuttle
SM Santa Monica Big Blue Bus
CE LADOT Commuter Express
G Gardena Municipal Bus Lines
T Torrance Transit
Metro Bus Lines Shown at Transfer Locations
Subject to Change Without Notice

APPENDIX J

TRAFFIC MITIGATION MEASURE CORRESPONDENCES

City of West Hollywood
California 1984

CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-4314
TEL: (323) 848-6375
FAX: (323) 848-6564

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

May 22, 2000

Mr. Frank Quon, Planner
City of Los Angeles
Department of City Planning
221 N. Figueroa Street, Suite 500
Los Angeles, CA 90012

RE: Update of Traffic Mitigation Measures in the City of West Hollywood Required for the Cedars-Sinai Medical Center Master Plan
City of Los Angeles Reference Nos. 92-0530 ZC, 92-0533 HD, 92-0534 DA

The City of West Hollywood Department of Transportation and Public Works has met with representatives from Cedars-Sinai Medical Center (CSMC) to review the traffic mitigation measures conditioned to the CSMC Master Plan for implementation within the City of West Hollywood. The intersections within the City of West Hollywood to be improved are identified in the City of Los Angeles Ordinance No. 168,847, Condition 2.n(i) and were originally described in the Environmental Impact Report (EIR) prepared for the CSMC Master Plan in 1992. However, due to changes in field conditions since the traffic improvements were originally proposed, the City of West Hollywood has determined that it is appropriate to modify several of the project's traffic mitigation measures to achieve the same level of mitigation. It is our understanding that the Ordinance allows the City of Los Angeles Department of Transportation (LADOT) to identify substitute mitigation measures (not to exceed the cost of the original measures) in the event the City of West Hollywood rejects implementation of the original mitigation measures.

In addition to the required off-site traffic mitigation measures outlined in Condition 2.n(i), the City of West Hollywood understands that CSMC will comply with Condition 16 of the Ordinance which requires the Medical Center to record a covenant and agreement to consult with the City of West Hollywood in matters involving pedestrian, vehicular and transit circulation planning.

The updated traffic mitigation measures are described below. For reference, the numbering of the locations correspond to their listing in Condition 2.n(i.).

(a) San Vicente Boulevard and Melrose Avenue

The Master Plan mitigation measure required CSMC to restripe Melrose Avenue to provide two through lanes in each direction at the San Vicente Boulevard intersection. However, subsequent to the approval of the CSMC Master Plan, the City of West Hollywood installed angled metered curbside parking on Melrose Avenue. This parking would need to be removed if the original measure were implemented, which would potentially adversely affect businesses in the area. The City of West Hollywood recommends that LADOT direct CSMC to pay the City of West Hollywood $15,000, which is the estimated cost for implementing the originally proposed mitigation measure. The City of West Hollywood will use these funds to provide roadway striping, signing, and other safety improvements at the San Vicente Boulevard/Melrose Avenue intersection, to be identified after completion of the current Santa Monica Boulevard reconstruction project. The City of West Hollywood has determined that the impacts of the CSMC Master Plan will be fully mitigated at the intersection through the payment of this fee.

(b) San Vicente Boulevard and Beverly Boulevard

The original Master Plan mitigation measure required the removal of existing curbside parking along the west side of San Vicente Boulevard from Beverly Boulevard to Burton Way to provide a third southbound through lane.

The City of West Hollywood concurs with the LADOT recommendation to modify the original measure as follows: in lieu of the originally proposed third southbound through travel lane on San Vicente Boulevard, LADOT recommends the removal of metered curbside parking spaces along the west side of San Vicente Boulevard south of Beverly Boulevard to Third Street (i.e., as originally recommended in the CSMC EIR) and the striping of right-turn lanes (approximately 100 feet in length) at the intersections with Beverly Boulevard, Gracie Allen Drive, the CSMC South Parking Structure, and Third Street. In addition, LADOT will install Adaptive Traffic Control System (ATCS) traffic signal equipment at the San Vicente Boulevard/Beverly Boulevard intersection using funds provided by CSMC ($200,000) to the City of Los Angeles to install an ATCS subsystem at several intersections in the area. The City of West Hollywood recommends that CSMC use its best efforts to relocate the existing public transit stop located on the west side of San Vicente Boulevard north of Beverly Boulevard to the south side of the intersection. The City of West Hollywood has determined that the striping of the southbound right-turn lane on San Vicente Boulevard at the Beverly Boulevard intersection, as well as the installation of the ATCS traffic signal equipment will mitigate the CSMC Master Plan traffic impacts at this location.

(c) Robertson Boulevard and Beverly Boulevard

The original Master Plan mitigation measure required the widening of the south side of Beverly Boulevard west of Robertson Boulevard to provide an eastbound right-turn only lane on Beverly Boulevard at the Robertson Boulevard intersection. However, the City of West Hollywood has determined that the original measure may potentially adversely affect businesses in the area due to the reduction in the sidewalk area and the loss of curbside parking spaces.

In lieu of the original measure, the City of West Hollywood recommends that LADOT include the Robertson Boulevard/Beverly Boulevard intersection in the ATCS traffic signal subsystem to be implemented in the area using funds to be provided by CSMC to the City of Los Angeles. The City of West Hollywood has determined that the installation of the ATCS traffic signal equipment will mitigate the CSMC Master Plan traffic impacts at this intersection.

If you have any questions regarding the above, please contact me at (323) 848-6486.

Sincerely,

Terri Slimmer
Transportation Manager

cc: Joan English, Director of Transportation and Public Works
Liz Bar-El, Community Development Department
Robert Takasaki, City of Los Angeles Senior Transportation Engineer
Raymond Cheng, Cedars-Sinai Medical Center
Jeff Haber, Latham & Watkins
David Shender, Linscott, Law & Greenspan, Engineers

LINSCOTT LAW & GREENSPAN
ENGINEERS

Philip M. Linscott, P.E. (1924-2000)
Jack M. Greenspan, P.E.
William A. Law, P.E. (Ret.)
Paul W. Wilkinson, P.E.
John P. Keating, P.E.
David S. Shender, P.E.
John A. Boarman, P.E.
Clare M. Look-Jaeger, P.E.

ENGINEERS & PLANNERS ▪ TRAFFIC, TRANSPORTATION, PARKING

234 East Colorado Blvd., Suite 400 ▪ Pasadena, California 91101
Phone: 626 796-2322 ▪ Fax: 626 792-0941

July 23, 2002

Ms. Terri Slimmer
Transportation Manager
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069

Reference: 1-992843-1

SUBJECT: **Fee Payment Related to the Cedars-Sinai Medical Center Master Plan**

Dear Terri:

Attached is a check made payable to City of West Hollywood in the amount of $15,000.00 for purposes of satisfying the requirement by Cedars-Sinai Medical Center (CSMC) to fund roadway striping, signing, and/or other safety improvements at the San Vicente Boulevard/Melrose Avenue intersection to be designed and implemented by the City. Payment of the fee satisfies Q Condition No. 2.n.i.(a) of the CSMC Master Plan. A copy of your May 22, 2000 letter specifying this requirement is attached for reference.

At your convenience, please forward a receipt for payment of the fee for our files. Please call if you have any questions.

Very truly yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

David S. Shender, P.E.
Principal

attachments

cc: Frank Quon, Los Angeles Department of City Planning
Robert Takasaki, Los Angeles Department of Transportation
Peter Hendrickson, CSMC
Patrick Barton, CSMC
Jeff Haber, Latham & Watkins
Dwight Steinert, Planning Associates

CITY OF WEST HOLLYWOOD
8300 SANTA MONICA BLVD
WEST HOLLYWOOD CA 90069-4314

CEDARS-SINAI MEDICAL CENTER

VENDOR NO.		CODE	CHECK NO.
R 0000003228		04-ATT	01548055
VENDOR NAME		DATE	PAGE
CITY OF WEST HOLLYWOOD	1101	07/11/02	1

DATE	INVOICE NO.	VOUCHER	GROSS	DISCOUNT	NET
06/06/02	474268	GP10277134	15,000.00	.00	15,000.00
	* TOTAL *		15,000.00	.00	15,000.00

THIS MULTI-TONE AREA OF THE DOCUMENT CHANGES COLOR GRADUALLY AND EVENLY FROM DARK TO LIGHT WITH DARKER AREAS BOTH TOP AND BOTT

CEDARS-SINAI MEDICAL CENTER

VERIFIED BY _____

APPROVED BY _____

ACCOUNTS PAYABLE
POST OFFICE BOX 48955
LOS ANGELES, CALIFORNIA 90048
(323) 866-8504

CITY NATIONAL BANK
BEVERLY HILLS, CALIFORNIA

CHECK NUMBER
01548055
16-1606/1220
VOID AFTER 150 DAYS
DATE 07/11/02

PAY ONLY ONE FIVE ZERO ZERO ZERO ZERO 00 CTS CTS

PAY TO THE ORDER OF ■ FIFTEEN THOUSAND DOLLARS AND 00 CENTS **********
CITY OF WEST HOLLYWOOD
8300 SANTA MONICA BLVD
WEST HOLLYWOOD CA 90069-4314

IN FULL PAYMENT OF ACCOUNT AS SHOWN IN STATEMENT ATTACHED HERETO
CEDARS-SINAI MEDICAL CENTER
TREASURER'S ACCOUNT

Thomas M Prendergast

4. Appendix H: Zoning Administrator Case 21332

Insert the following new Appendix after the existing *Appendix G: Mitigation Monitoring Program* of the Draft SEIR. The new Appendix shall be inserted as *Appendix H: Zoning Administrator Case 21332* to this Final SEIR.

APPENDIX H

ZONING ADMINISTRATOR CASE 21332

CITY OF LOS ANGELES
CALIFORNIA

ARTHUR GIVOTIN
CHIEF ZONING ADMINISTRATOR
ASSOCIATE ZONING ADMINISTRATORS
CHARLES V. CALDWELL-ADEH
JAMES S. MOSS
FABIAN ROMANO
R. A. ROSSER
ROBERT D. WILSON

OFFICE OF
ZONING ADMINISTRATION
DEPARTMENT OF
CITY PLANNING
800 CITY HALL
LOS ANGELES, CALIF. 90012
485-3851

XXXXXXXXXX
MAYOR
Tom Bradley

March 12, 1974

Cedars-Sinai Medical Center
(a non-profit corporation)
ATTENTION: Stuart J. Marylander
Executive Director and
Assistant Secretary
P. O. Box 48750
Los Angeles, California 90048

Re: Z. A. CASE NO. 21332
8600-8730 W. Beverly Blvd.
8601-8699 W. Third Street
Wilshire District
D. M. No. 5472
(ED-2149-828-73-ZV)

Department of Building and Safety

Greetings:

In the matter of the application of the Cedars-Sinai Medical Center, a non-profit corporation, for Variance from the offstreet parking regulations of the Municipal Code on a site in the C2-1-O Zone, please be advised that based upon the Findings of Fact hereinafter set forth and by virtue of authority contained in Section 98 of the City Charter and Section 12.27-B,1 of the Municipal Code, the Associate Zoning Administrator hereby grants a Variance from the provisions of Article 2, Chapter 1 of said Code on a block site generally bounded by Beverly Boulevard on the north, San Vicente Boulevard and Sherbourne Drive on the east, West Third Street on the south, and Robertson Boulevard on the west, comprising approximately 16 record lots and 3 parcels of a Parcel Map generally described as fractional Lots 1 to 4, inclusive, Lot 7, Lots 28 to 38, inclusive, Tract No. 7617, and Parcels A, B and C of Parcel Map LA2277, located at 8600-8730 West Beverly Boulevard and 8601-8699 West Third Street, Wilshire District, but only insofar as such Variance is necessary to permit the construction of a medical office building consisting of twin 11-story towers plus mechanical penthouses over a multi-level commercial and parking facility (two and three levels below grade) providing 1633 parking spaces, as an additional integral component of a major medical center complex providing a total of 3964 offstreet parking spaces instead of the required 4556 parking spaces for the present hospital complex upon the following terms and conditions:

1. That a detailed plot plan marked Exhibit "A" (containing approximately 31 sheets for the entire set of plans, with said plans indicating the location of present and proposed

buildings, internal public and private streets, proposed overpasses across some of the public streets, surface parking areas, plaza areas, walkways, interior and exterior landscaped areas, a parking layout plan for the five levels of parking within the proposed medical office building, with said plans to include an overall master plan indicating future buildings and their respective parking areas, with said plans to be submitted to and approved by a Zoning Administrator prior to the issuance of any building permits.

2. That all other use, height and area regulations of the Municipal Code be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

3. That a sign having a surface area of not less than 20 sq. ft. shall be placed upon the site, with said sign indicating the ownership of the property and the purpose to which it is to be developed, and with said sign to be continuously maintained in good condition until the project is completed.

The applicant's attention is called to the fact that this Variance is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, that if any condition of this grant is violated, or if the same be not complied with in every respect, then this Variance shall be subject to revocation as provided in Section 12.27 of the Municipal Code. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. The Associate Zoning Administrator's determination in this matter will become effective after an elapsed period of fifteen (15) days from the date of this communication, unless an appeal therefrom is filed within said fifteen (15) day period with the Board of Zoning Appeals.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the detailed plans submitted with the application, the many conferences with the applicant's representatives and architects, all of which are by reference made a part hereof, as well personal knowledge and inspection of the property and surrounding district, I find that practical difficulties, unnecessary hardships or results inconsistent with the general purpose of the offstreet parking regulations for the C2-1-O Zone would result from a strict enforcement thereof, and the five (5) requirements and prerequisites for granting a Variance as enumerated in the City Charter and in Section 12.27-B,1 of the Municipal Code have been established by the following facts:

1. The property involved comprises a large site generally bounded by Beverly Boulevard on the north, San Vicente Boulevard and Sherbourne Drive on the east, West Third Street on the south and Robertson Boulevard on the west. This entire area is in the Wilshire District. The entire site is in the C2-1-O Zone and is divided by a street which is partially a public street and partially a private street known as Hamel Road and runs in a north/south direction, while the remaining portion of the site is divided by another public street known as Alden Drive running in an east/west direction from Robertson Boulevard to San Vicente Boulevard. The existing buildings within this major medical center complex consist of the existing Factor Tower, the existing Halper and Brown buildings, the proposed patient wings to be added to the existing Factor Tower, the proposed community mental health center building on the westerly portion of the site, the proposed parking structure immediately south of said mental health center, and lastly the proposed twin 11-story medical office building under this current request. This total development will result in a development which is reputed to be one of the largest major medical centers in the world. Most of the doctors that will be or are serving on the staff of this hospital are proposing to move into this twin 11-story medical building complex. In addition to the two 11-stories and its attendant penthouses, housing maintenance equipment, there will be five levels of parking, partially subterranean and partially above street grade. In addition there will be some related commercial developments within this building such as a restaurant, a pharmacy, and other accessory commercial uses. The proposed twin towered medical office building will provide 1633 parking spaces, this together with the remaining existing and proposed parking spaces will result in a total of 3964 parking spaces for this entire medical center complex. The required number of parking spaces under the present zoning regulations for this medical center complex is 4556 parking spaces. This results in a deviation of approximately 13 percent of the required parking spaces. Theoretically, parking spaces for a hospital are designed to provide parking for patients, staff, visitors and doctors. It would be safe to say that not exceeding 13 percent of the required parking within a hospital would involve doctor parking. Two areas requiring duplicate parking for these doctors, namely, parking within the medical building where their offices are located and also parking within or adjacent to the actual hospital area would reasonably be interpreted to be a duplication or a dual parking requirement which is a useless requirement

and results in practical difficulties and unnecessary hardships inconsistent with the purpose and intent of these parking regulations if the strict application of these regulations were applied in this instance.

2. The unique circumstances applying to the physical aspects of this medical center development consists mainly of its location and surroundings. This will be perhaps one of the largest major medical center complexes in the world with facilities to serve all phases of hospitalization and care for every type of physical and mental ailment. In order to provide a very convenient arrangement within this complex, most of the doctors who will be serving on the staff of this hospital will have their offices within this twin 11-story tower structure which will result in convenient facilities for mobility and circulation from the staff doctors offices to the hospital areas where they will serve. This proposed medical office building complex will be an integral component both physically and functionally with this major medical complex. Under these circumstances, to require parking spaces for both the office building and the hospital for the doctors would result in a duplication of parking facilities, thereby resulting in severe practical difficulties and unnecessary hardships inconsistent with the purpose and intent of the parking regulations of the Zoning Ordinance.

3. In view of the affirmative findings in Finding Nos. 1 and 2 above, it is evident that a property right has invested itself within the current and proposed development of this major medical center complex. Having arrived at this conclusion, it follows, that this property right is deserving of being preserved by the granting of this Variance. To require a theoretical offstreet parking facility both for the doctors within their office building and for these same doctors within the hospital areas within which they serve would certainly result in practical difficulties and unnecessary hardships imposed upon the applicants and would therefore contribute to a denial of their substantial property rights.

4. This entire development is intended to advance the various aspects of public welfare in terms of physical and mental hospital care and its related facilities. In view of the unique development of this complex, namely, with the staff doctors for this hospital having their offices within the immediate area on the hospital grounds it is inconceivable

to relieve this large major medical center from providing parking for the doctors within their office building and also within the hospital area that they serve would have any detrimental affects to either public welfare or to property or improvements in this immediate vicinity. The Environmental Review Committee in reviewing this application decided on January 2, 1974, that the addition of this medical center office building and the minor deviations from the parking requirements would not have an adverse affect on the environment and thus a Negative Declaration was made under Title No. ED-2149-828-73-ZV.

5. The minor reduction in parking spaces for this planned phased development of this major medical center complex will not be contrary or adverse to any of the elements of the General Plan, but on the contrary will comply with the spirit and intent of the parking and zoning regulations as part of the implementation of the elements of the General Plan.

Very truly yours,

JAMES HOSS
Associate Zoning Administrator

JH:sll

cc: Director of Planning

Councilman Edmund D. Edelman

Engineering Technology, Inc.
12155 Riverside Drive
North Hollywood, California 91607