

**FINAL SUPPLEMENTAL  
ENVIRONMENTAL IMPACT REPORT**

**CEDARS-SINAI MEDICAL CENTER  
WEST TOWER PROJECT  
ENV 2008-0620-EIR  
SCH # 2008031040**

**LEAD AGENCY:**

CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
ENVIRONMENTAL REVIEW SECTION  
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LOS ANGELES, CALIFORNIA 90012

**APPLICANT:**

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8720 BEVERLY BOULEVARD  
LOS ANGELES, CALIFORNIA 90048

JANUARY 2009



**EAF NO.:** ENV-2008-620-EIR

**SCH NO.:** 2008031040

**PROJECT NAME:** Cedars-Sinai Medical Center West Tower Project

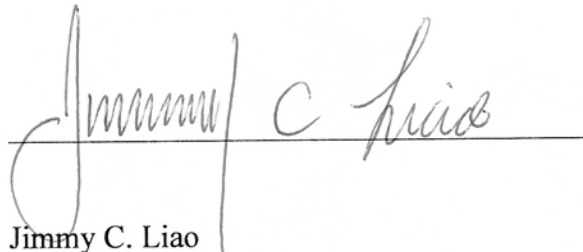
**RECOMMENDATION FOR EIR CERTIFICATION**

Pursuant to California Code of Regulations, Title 14, Section 15090, this EIR has been completed in compliance with the California Environmental Quality Act and current State and City Guidelines and based on information available may be accepted and considered prior to making a final decision on the project. The decision-maker or making body must certify that it has reviewed and considered the information contained in this Environmental Impact Report prior to making such decision.


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## TABLE OF CONTENTS

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<b>I.</b>	<b>INTRODUCTION.....</b>	<b>1</b>
A.	Proposed Project .....	1
B.	CEQA Requirements.....	2
C.	Organization of this Final SEIR.....	3
<b>II.</b>	<b>SUMMARY .....</b>	<b>5</b>
A.	Project Summary .....	5
B.	Areas of Controversy and Issues to be Resolved.....	9
C.	Alternatives to Reduce or Avoid Significant Effects.....	10
D.	Summary of Project Impacts.....	13
E.	Mitigation Program .....	38
<b>III.</b>	<b>CORRECTIONS AND ADDITIONS TO THE DRAFT SEIR .....</b>	<b>39</b>
A.	Summary .....	39
B.	Project Description.....	42
C.	Transportation and Circulation .....	43
D.	Effects Not Found to be Significant.....	49
E.	Appendices.....	52
<b>IV.</b>	<b>COMMENT LETTERS AND RESPONSES TO COMMENTS.....</b>	<b>189</b>
A.	Comment Letter No. 1 .....	191
B.	Comment Letter No. 2 .....	194
C.	Comment Letter No. 3 .....	197
D.	Comment Letter No. 4 .....	200
E.	Comment Letter No. 5 .....	213
F.	Comment Letter No. 6 .....	227
G.	Comment Letter No. 7 .....	229
H.	Comment Letter No. 8 .....	238
I.	Comment Letter No. 9 .....	250
J.	Comment Letter No. 10 .....	256
<b>V.</b>	<b>MITIGATION MONITORING PROGRAM .....</b>	<b>261</b>

## **TABLE OF CONTENTS (CONTINUED)**

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### **APPENDICES**

**NOTE:** Appendices A through G are provided separately in the Technical Appendices volume of the Draft Supplemental Environmental Impact Report (Draft SEIR).

#### **APPENDIX H: ZONING ADMINISTRATOR CASE 21332**

## I. INTRODUCTION

### A. PROPOSED PROJECT

The Cedars-Sinai Medical Center (CSMC or the “Applicant”) proposes to develop a new inpatient/medical support facility on the approximately 24.1-acre CSMC Campus located at 8720 Beverly Boulevard. The new inpatient facility would be located on approximately 2.65 net acres at the northwest corner of Gracie Allen Drive and George Burns Road (the “Project Site”), that is currently occupied by a two-story building (the “Existing Building”) and visitor parking lot. The Project is intended to serve the growing demand for medical services as the area’s population increases, as well as to accommodate updated medical technologies and increase efficiency within the CSMC Campus.

Implementation of the Project would require approval of a Zone Change and Height District Change to revise the conditions of the current [T][Q]C2-2D-O zoning designation and an amendment to the existing Development Agreement and Master Plan to permit an additional 100 inpatient beds and ancillary services (equivalent to 200,000 square feet of floor area), and parking on the CSMC Campus.

The Project would add 100 new inpatient beds (equivalent to 200,000 square feet of floor area of new medical center uses) within a proposed 460,650 square-foot building (the “West Tower”) located at the Project Site. The West Tower would comprise 200,000 square feet of floor area pursuant to this application, 170,650 square feet of previously approved and vested development remaining (but not yet built) under the previous Master Plan entitlement, and 90,000 square feet of floor area offset from the Existing Building at 8723 Alden Drive to be demolished for the West Tower. The additional 200,000 square feet of floor area proposed under the application is the proposed project analyzed in this Final SEIR.

The West Tower is anticipated to be 11 stories and 185 feet high. An attached seven-level parking structure (three subterranean levels, one level at grade and three levels above grade) that will provide approximately 700 parking spaces will also be constructed. The parking garage will be approximately 35 feet high.

In compliance with California Public Resource Code, Section 21080.4, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties on March 7, 2008 for a 45-day circulation period. Appendix A to the Draft SEIR contains a copy of the NOP and comments received by the City in response to the NOP.



## **I. INTRODUCTION**

## **B. CEQA REQUIREMENTS**

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines as follows:

The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the Draft;
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

Pursuant to Section 15089 of the CEQA Guidelines, the Lead Agency must provide each agency that commented on the Draft EIR with a copy of the Lead Agency's proposed response at least ten days prior to certifying the Final EIR.



## I. INTRODUCTION

### C. ORGANIZATION OF THE FINAL SEIR

This document, together with the Draft SEIR for the Project and the Technical Appendices to the Draft SEIR, constitute the “Final EIR” for the Project. The Draft SEIR consisted of the following:

- The Original EIR, certified in 1993, which included the environmental analysis for the Master Plan;
- The Draft SEIR, which included the environmental analysis for the “net additional floor area” comprising the Project;
- The Technical Appendices, which included relevant background documents and supporting technical studies.

The Draft SEIR included the following analyses:

Aesthetics	Section IV.A
Air Quality	Section IV.B
Noise	Section IV.C
Transportation and Circulation	Section IV.D
Cumulative Effects	Section IV.E
Alternatives	Section V

This Final SEIR is organized into the following sections:

**Section I: Introduction:** The Introduction provides a brief overview of the CEQA requirements associated with the Final SEIR.

**Section II: Summary:** This section includes a brief overview of the Project, including its description, environmental impacts, and mitigations for each environmental issue covered within the scope of the EIR. This is derived from the Executive Summary of the Draft SEIR and includes any revisions necessary to make the Summary current due to corrections and/or additions made in the Final SEIR.

**Section III: Corrections and Additions to the Draft SEIR:** This section provides any corrections and/or additions to the Draft SEIR needed to address responses to comments or reflect any revisions to the Project.

**Section IV: Comment Letters and Responses to Comments:** This section includes detailed responses to the comment letters submitted to the City of Los Angeles Planning Department during the 45-day Draft SEIR public review period. Copies of the complete original comment letters are included in this section. Brackets and comment reference numbers have been added to the margin of each letter and correspond to the related

response on the pages immediately following that comment letter. “Comment letters” include all written comments received, including letters, e-mails, and comment forms.

**Section V: Mitigation Monitoring Program:** This section includes a list of the required mitigation measures and details tied to the intended implementation of those measures. The Mitigation Monitoring Program (“MMP”) identifies the monitoring phase, the enforcement phase, and the applicable department or agency that is responsible for ensuring that each recommended mitigation measure is implemented.



The following provides a summary of the proposed Project description, environmental impacts and mitigation measures from the Draft SEIR. This summary uses the *Executive Summary* as contained in the Draft SEIR as its basis. Changes resulting from the modifications of the proposed Project since circulation of the Draft SEIR are shown in underline with deletions shown in ~~strikeout~~ mode.

## II. ~~EXECUTIVE SUMMARY~~

In accordance with the California Environmental Quality Act (“CEQA”) Guidelines Section 15123, this ~~Draft~~ Supplemental Environmental Impact Report (“SEIR”) contains a brief summary of the proposed project, the proposed actions, areas of controversy known to the lead agency and issues to be resolved, and a summary of significant impacts and proposed mitigation measures or alternatives that would reduce or avoid those effects. Detailed information regarding the proposed project and its potential environmental effects are provided in the ~~following sections of this Draft SEIR~~. This ~~Draft~~ SEIR has been prepared by the City of Los Angeles (the “City” or “Lead Agency”) to analyze and disclose the potential impacts of the proposed Project to amend the Cedars-Sinai Medical Center (“CSMC”) Master Plan (the “Master Plan”), as proposed by CSMC (the “Applicant”), in their application dated February 19, 2008.

### A. PROJECT SUMMARY

#### 1. LEAD AGENCY AND APPLICANT

The City of Los Angeles is the Lead Agency for the preparation of this ~~Draft~~ SEIR; all inquiries regarding the ~~Draft~~ SEIR should be directed to the City. Key contacts are as follows:

Lead Agency: City of Los Angeles  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012  
Attention: Adam Villani

Owner/Applicant: Cedars-Sinai Medical Center  
8720 Beverly Boulevard  
Los Angeles, CA 90048  
Attention: Larry Colvin

#### 2. PROJECT DESCRIPTION OVERVIEW

In 1993, the City approved a Zone and Height District Change, Development Agreement and Master Plan for the addition of 700,000 square feet of medical center and related uses to the then existing CSMC Campus, located on approximately 24.1 net acres of land at 8720 Beverly Boulevard in the City of Los Angeles, pursuant to a certified EIR. In connection with implementation of the Master Plan, the Applicant is proposing revisions to the Master Plan to improve the efficiency of CSMC's use of its property and to add 100 inpatient beds to be

accommodated within 200,000 square feet of floor area (the “Project”).<sup>1</sup> A detailed description of the Project is provided in *Section II: Project Description* of ~~this~~ the Draft SEIR. The Project is an amendment to the previously approved Master Plan development analyzed in the Original EIR and certified by the City in 1993 (the “Original EIR”), and is not an entirely new project.

The approved Master Plan includes a component to construct a 127,500 square-foot building (the “Approved Building”) and a 650-space parking structure with four sub-grade levels (the “Approved Parking Structure”) at the northwest corner of George Burns Road and Gracie Allen Drive (the “Project Site”) on the CSMC Campus, which have not been built. The Master Plan also includes demolition of the existing surface parking lot (the “Existing Parking Lot”) at the Project Site to accommodate the development of the Approved Building and Approved Parking Structure.

The Project is intended to serve the growing demand for medical services as the area’s population increases, as well as to accommodate updated medical technologies and increase efficiency within the CSMC Campus. To attain these objectives, the Applicant requests approval of the Project to add 100 new inpatient beds (equivalent to 200,000 square feet of floor area of new medical center uses) within a proposed 460,650 square-foot building (the “West Tower”) located at the Project Site. The West Tower would be comprised of 200,000 square feet of floor area pursuant to this application, 170,650 square feet of previously approved and vested development remaining (but not yet built) under the previous Master Plan entitlement, and 90,000 square feet of floor area offset from the existing building at 8723 Alden Drive (the “Existing Building”) to be demolished for the West Tower. To date, approximately 133,350 square feet of infill development has occurred at the CSMC Campus (refer to Table 1: Summary of Master Plan Development Completed Through 2008 on page 19 of the Draft SEIR). An additional 396,000 square feet of vested development rights will be used for the Advanced Health Sciences Pavilion (the “Pavilion”) (construction to start first quarter 2009). 170,650 square feet is the balance of development rights available after construction of the Pavilion. The 200,000 square feet of new floor area within the proposed Project thus represents the “net” Project analyzed in this ~~Draft~~ SEIR.

The West Tower is anticipated to be 11 stories and 185 feet high. An attached seven-level parking structure (three subterranean levels, one level at grade and three levels above grade) that will provide approximately 700 parking spaces, will also be constructed at the Project Site. The parking structure will be approximately 35 feet high. Since approval of the Master Plan, the Approved Parking Structure has been redesigned to be a free-standing structure with only three subterranean levels, and to include 50 additional parking spaces. Figures showing the proposed site plan are provided in *Section II: Project Description* of the Draft SEIR.

Certain components of the West Tower and the 700-space parking structure have already been analyzed in the Original EIR. Although the Existing Parking Lot will be demolished to accommodate the West Tower, that demolition was approved in 1993 as part of the Master Plan

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<sup>1</sup> Pursuant to LAMC 12.03, “floor area” is that area in square feet confined within the exterior walls of a building but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas (Added by Ordinance No. 163,617, effective 6/21/1988).

and Original EIR, and therefore is not part of the Project. Landscaping and hardscape (i.e., sidewalks, plazas and planter walls), directional and tenant signage, and security, ambient and accent lighting would be installed for the West Tower, but these components were also previously approved in the Original EIR.

Thus, in summary, the proposed Project consists of the following elements:

- Addition of 100 new inpatient beds and ancillary services totaling 200,000 new square feet of floor area for medical uses;
- Demolition of the 90,000 square-foot Existing Building; and
- Construction of a 7-level (700 space) parking structure;

This ~~Draft~~ SEIR's analyses include implementation of certain components of the Master Plan at the Project Site (demolition of the Existing Parking Lot, development of the remaining 170,650 square feet of entitlement and the Approved Parking Structure) and replacement of existing uses (the Existing Building) in addition to Project development. However, the significance determinations are based on the impacts of the Project's revisions to the Master Plan (i.e., the Project) and the analyses will examine the incremental impact of the Project beyond those impacts that were previously determined for the approved Master Plan development.

Implementation of the Project would require various approvals, including but not limited to: approval of a Zone Change and Height District Change to revise the conditions of the current [T][Q]C2-2D-O zoning designation and an amendment to the existing Development Agreement and Master Plan to permit an additional 100 inpatient beds and ancillary services (equivalent to 200,000 square feet), and parking on the CSMC Campus. The Project includes requests for the following entitlements and approvals:

- Zone Change to amend the conditions of the [T][Q]C2-2D-O zoning designation and to approve an additional 100 inpatient beds and ancillary services (or the equivalent of 200,000 square feet of floor area) of development entitlement;
- Height District Change to amend the permitted floor area ratio (FAR) of 2.46:1 to 2.71:1
- Amendments to the existing Development Agreement and Master Plan to permit an additional 100 inpatient beds and ancillary services (or the equivalent of 200,000 square feet of floor area for medical uses) and related parking;
- Haul Route Permit;
- B-Permit for necessary street, sewer, storm drain, and lighting improvements;
- Grading Permits;

- Demolition Permits;
- Building Permits;
- Any other necessary discretionary or ministerial permits and approvals required for the construction or operation of the Project.

The Project will incorporate many “sustainable” or “green” strategies that target sustainable site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality. Implementation of a variety of design and operational features (i.e., Project Design Features [“PDFs”])<sup>2</sup> into the Project to achieve energy conservation, water efficiency and other sustainable practices, will directly and proactively reduce impacts to noise, air quality, traffic and waste. Specific “sustainable strategies” incorporated into the Project are identified in *Section II.F: Project Characteristics* of ~~this~~ the Draft SEIR.

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<sup>2</sup> Project Design Features (“PDFs”) are specific design and/or operational characteristics proposed by the Project Applicant that are incorporated into the Project to avoid or reduce its potential environmental effects. The role of PDFs in this analysis is discussed in *Section IV: Environmental Impact Analysis* of ~~this~~ the Draft SEIR.

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## II. EXECUTIVE SUMMARY

### B. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Section 15123 of the CEQA Guidelines requires that an EIR identify areas of controversy and issues to be resolved which are known to the Lead Agency, including issues raised by other agencies and the public. Potential areas of controversy and issues to be resolved by the City's decision-makers include those environmental issue areas where the potential for a significant unavoidable impact has been identified and/or an area where community concerns elevate the project's perceived effects beyond reasonable threshold criteria.

Areas of controversy associated with the Project are made known through comments received during the Notice of Preparation ("NOP") process (see *Section I.A: Environmental Review Process of this the Draft SEIR*), as well as input solicited during the public scoping meeting and an understanding of the community issues in the Project area. Areas of known controversy, including issues raised by some members of the community are: neighborhood intrusion; traffic trip generation and roadway capacity; traffic circulation and the potential for "cut-through" traffic in surrounding neighborhoods; congestion to local business accesses; on-site parking supply; loss of on-street parking spaces; construction-related traffic, noise, dust and air quality impacts; adequacy of public services and infrastructure; and the effect on the local water table. The areas of known controversy noted above are analyzed, either directly or as indirect (secondary) effects, in *Section IV: Environmental Impact Analysis*, and/or in *Appendix A-2: Initial Study of the Draft SEIR*. In addition, the public comment letters received on the Project are attached as *Appendix A-3: NOP Written Comments* and *Appendix A-4: Public Scoping Meeting Comments of the Draft SEIR*.



## II. EXECUTIVE SUMMARY

### C. ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

The Los Angeles Department of City Planning and CEQA Guidelines Section 15126.6 require that an EIR describe a range of reasonable alternatives, including a “No Project” alternative that may potentially attain most of the basic Project objectives and could possibly avoid or substantially lessen any of the significant environmental effects of the Project. The CEQA Guidelines state that only those alternatives necessary to permit a “reasoned choice” are required. Based on the analysis of alternatives, an environmentally superior option must be designated. A complete analysis of Project alternatives, including an explanation of alternatives considered but not evaluated, is provided in *Section V: Alternatives* of ~~this~~ the Draft SEIR and is summarized below.

Three alternatives, in addition to the Project, were evaluated, and an Environmentally Superior Alternative was identified. These alternatives are summarized as follows:

**Alternative A: No Project (Existing Entitlement-Approved Master Plan) Alternative.** The “No Project” Alternative typically assumes that no changes to a project site or existing structures would occur. For this ~~Draft~~ SEIR, a modified No Project Alternative is considered. The No Project Alternative assumes that the entire 700,000 square feet of the Master Plan would be developed, but that no additional medical center uses beyond the 700,000 square feet evaluated in the Original EIR, would occur.

Under the modified No Project Alternative, the Existing Building would not be demolished and up to 170,650 square feet of remaining entitled uses would be constructed on a building footprint limited to the Existing Parking Lot located at the Project Site or implemented as infill development throughout the CSMC Campus. On the Project Site, the new construction scale and design would be essentially equivalent to that described for the Approved Building and Approved Parking Structure (on Site 2) in the Original EIR for the Master Plan. Under the No Project Alternative, the resultant physical and operational conditions described in the approved Master Plan are anticipated. This Alternative satisfies a direct requirement in CEQA for a “No Project” alternative comparison.

Implementation of the No Project Alternative would not result in new environmental impacts beyond those identified in the Original EIR. Overall, the No Project Alternative would result in a reduced level of impact when compared to the Project due to the decreased level (approximately 40% reduction) of build-out and intensity of uses.

**Alternative B: Reduced Project (Net Increase of 150,000 square feet) Alternative.** The “Reduced Project” Alternative would consist of build-out of the 700,000 square feet approved and vested under the Master Plan and an additional 150,000 square feet (or the equivalent to 75 inpatient beds) of new floor area for medical center uses. The Reduced Project Alternative represents a 25% reduction of the proposed “net” Project, with no reduction in the approved Master Plan. Under the Reduced Project Alternative, the Existing Building would be demolished and the Project Site would be redeveloped with approximately 410,650 square feet of medical

center uses (90,000 square feet from the Existing Building, 170,650 square feet of development rights remaining under the Master Plan, and 150,000 square feet of new development rights) in a 10-story building. The associated parking structure to be developed on the Project Site would reflect a reduction in the parking requirement of approximately 75 spaces; however, it is assumed that the overall scale and configuration of the proposed seven-level parking structure would not change substantially, although the footprint may be slightly reduced.

The Reduced Project Alternative would require entitlements similar to those requested for the Project, except that the overall increases in intensity would be reduced proportionately. Specifically, the Zone and Height District Changes, and the Development Agreement and Master Plan amendment would be limited to the addition of 150,000 square feet of floor area (or 75 inpatient beds) and for a maximum FAR of 2.65:1.

This Alternative would allow implementation of the Master Plan and has the potential to accomplish many of the Project objectives by increasing the medical center intensity at the Project Site. The Reduced Project Alternative has the potential to result in reduced impacts for impacts related to construction (i.e., air quality and noise) and long-term traffic. However, it would result in similar or reduced environmental impacts for most issue areas compared to the Project (including those that would already be less than significant). Moreover, the Reduced Project Alternative would not satisfy one of the objectives of the Project to provide an additional 100 inpatient beds in the Southern California region, and may not satisfy several objectives to the extent desired due to the reduction in inpatient and building space, including the provision to support improved medical technologies and to provide needed inpatient diagnostic and treatment facilities.

**Alternative C: Change in Use (Outpatient) Alternative.** The “Change In Use” Alternative would consist of build-out of the Master Plan plus build-out of an additional 200,000 square feet of floor area of new medical center uses dedicated for outpatient services. The Change in Use Alternative would entail the addition of outpatient uses with no substantial change in the uses already entitled by the approved Master Plan. The 200,000 square feet of outpatient services would replace the 200,000 square feet for 100 inpatient beds and ancillary services requested by the Project; however, up to 200 inpatient beds may still be incorporated on the CSMC Campus per the previous entitlement. Under the Change in Use Alternative, the 90,000 square-foot Existing Building would be demolished and the Project Site would be redeveloped with approximately 460,650 square feet of medical center uses and a seven-level (or more) parking structure. The exterior building massing and design for the Change in Use Alternative is assumed to be essentially identical to that for the Project, although minor modifications may be necessary to address appropriate access and security for the outpatient services.

The Change in Use Alternative would require entitlements that are similar to those requested for the Project, except that the increases in intensity would be tied specifically to square footage increases for the purpose of outpatient services. Specifically, the Zone and Height District Changes, and the Development Agreement and Master Plan amendment, would be for the addition of 200,000 square feet of floor area for outpatient services and would allow a maximum FAR of 2.71:1.



The Change in Use Alternative would allow full implementation of the Master Plan and has the potential to accomplish many of the Project objectives by increasing the medical center intensity at the Project Site. Further, it has the potential to reduce impacts resulting from the change in use to outpatient services, possibly for operational impacts (i.e., noise) and aesthetic impacts (i.e., nighttime illumination). However, it was discovered that implementation of the Change in Use Alternative would result in increased impacts for long-term traffic and the related operational air quality impacts. Moreover, the Change In Use Project Alternative would not satisfy one of the objectives of the Project to provide an additional 100 inpatient beds in the Southern California region, but would satisfy a different need for outpatient services in the community.

**Environmentally Superior Alternative.** The impacts of the three selected alternatives are evaluated in comparison to the impacts of the Project in *Section V: Alternatives*. As required by CEQA, an environmentally superior alternative has been identified. The environmentally superior alternative is the one which results in substantially reduced impacts to either all environmental issue areas or within one or several key environmental issue areas.

Of the alternatives analyzed in ~~this~~ the Draft SEIR (*Section V: Alternatives*), the No Project Alternative is considered the overall environmentally superior alternative as it would reduce (or avoid) the vast majority of the significant or potentially significant impacts that are anticipated to occur under the Project. However, the No Project Alternative would not substantially satisfy the objectives of the Project.

Aside from the No Project Alternative, the Reduced Project (150K) Alternative would also be considered an Environmentally Superior Alternative since it would reduce more of the Project impacts than any other of the remaining alternatives. Impacts that would be reduced include minor reductions to construction related impacts associated with air quality and noise and long-term operational impacts associated with traffic. However, the Project objective to provide 100 inpatient beds in the region would not be fulfilled under this Alternative and Project objectives to support improved medical technologies and to provide needed inpatient diagnostic and treatment facilities may not be fulfilled to the extent desired due to the reduction in inpatient and building space.



## II. EXECUTIVE SUMMARY

### D. SUMMARY OF PROJECT IMPACTS

*Section IV: Environmental Analysis* of ~~this~~ the Draft SEIR includes a detailed analysis of the following environmental topics: Aesthetics/Visual Resources, Air Quality, Noise, Transportation and Circulation, and Cumulative Effects. A summary of the impacts addressed, and identification of the recommended mitigation measures, is presented below.

As discussed in *Section II: Project Description* of ~~this~~ the Draft SEIR, in 1993, the City of Los Angeles approved the addition of 700,000 square feet (i.e., the Master Plan) of additional floor area for medical uses, with associated parking, at the CSMC Campus. In conjunction with that approval, the Original EIR was prepared and certified as a Project EIR. A full summary of the Original EIR impacts and mitigation measures is included as *Appendix B: 1993 CSMC Master Plan EIR Summary Chart* to ~~this~~ the Draft SEIR. The Original EIR, which is fully incorporated herein, addressed the entire 700,000 square-foot Master Plan development, including the 170,650 square feet of vested development rights that remain unbuilt under the Master Plan. The Original EIR formed the basis of the “baseline” used during the Initial Study review for this current Project to characterize the “net” impact for the additional 100 inpatient beds and ancillary services (i.e., equivalent to 200,000 square feet of floor area for medical uses) and related parking comprising the Project.

The Original EIR concluded that development of the Master Plan would result in significant adverse and unavoidable impacts for the following environmental issues: geologic (seismic) hazards, air quality, fire protection, police protection, water supply, sewer system capacity, solid waste disposal, hazardous materials generation, and traffic. The Original EIR was certified, and the Master Plan adopted, along with Findings and a Statement of Overriding Considerations, which acknowledged these significant impacts. All other environmental issues were found to be less than significant with the incorporation of the mitigation measures that were adopted with approval of the Master Plan.

Consistent with CEQA, the analyses in this ~~Draft~~ SEIR supplies the minor additions or changes necessary to make the Original EIR adequately apply to the Master Plan, as amended and/or revised by the Project.

#### 1. AESTHETICS

The aesthetic characteristics due to implementation of the Project are detailed in *Section IV.A: Aesthetics* of ~~this~~ the Draft SEIR and summarized below.

**Visual Quality and Character.** The visual character of the area is that of a high density urban center having a high concentration of medical center and commercial uses and surrounded by lower intensity residential neighborhoods. Implementation of the Project would result in the replacement of the 2-story Existing Building and the adjacent surface parking lot with an 11-story, modern-style medical tower. The West Tower would be similar in size and mass to the existing North and South Towers on the CSMC Campus. The new development would help

unify the visual character of the CSMC Campus and would be consistent with the existing style and image of the area. Because the Project is complementary to the existing and intended visual character of the CSMC Campus, and the Project's architectural design is compatible with development in the surrounding area, the Project's impact to the area's aesthetic value and image would be less than significant.

During construction activities for the Project, the visual character of the Project Site will reflect short-term changes as some of the construction activities will be visible from adjacent land uses. As the majority of the demolition and construction will be located internal to the CSMC Campus, many of the construction activities will be screened by existing structures on-site. Although construction-related structures and activities would create a notable change to the visual character, these changes would extend only for the duration of the construction activities (approximately 36 months). Following the completion of construction, the CSMC Campus would resume a visual character similar to what currently exists.

**Views.** Implementation of the Project would increase visibility of development at the Project Site. The proposed West Tower would increase the building footprint and massing beyond the Approved Building under the Master Plan by incorporating one additional story (for a total of 11 stories) and replacing the Existing Building at the Project Site with a parking structure (up to 4 levels above grade). However, visibility of the West Tower from surrounding areas would be limited due to obstruction of views from the surrounding existing development. The height and massing of the Project would be consistent with the adjacent CSMC Campus North and South Towers, would incorporate many of the architectural elements of the existing CSMC Campus structures, and would appear as a continuation of existing background features. Overall views from surrounding areas would not be significantly impacted due to the existing development surrounding the Project Site, which already obscures or limits views to and from the Project Site. Although the immediate views of the Project Site would be of the intensified development, the West Tower would be visually consistent with the surrounding CSMC structures. Therefore, no significant impacts to existing viewsheds are expected.

**Light, Glare and Nighttime Illumination.** The Project would provide additional sources of nighttime illumination with security lighting, parking structure lighting, and interior building lighting. Night lighting from the West Tower would be visible at adjacent CSMC Campus structures and from commercial development along Beverly Boulevard. Lighting from the Project would not significantly impact commercial development on Beverly Boulevard as the street is already brightly lit at night. Lighting of the upper building levels may be visible to residences on Bonner Drive and residential areas outside of the immediate surrounding area that may have views toward the "Beverly Center-Cedars Sinai Regional Commercial Center."<sup>3</sup> Due to the existing developed nature of the Project Site and the CSMC Campus, as well as other existing commercial development in the area, the Project will not substantially change new

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<sup>3</sup> According to the Wilshire Community Plan, the Beverly Center-Cedars Sinai Regional Commercial Center is an approximately 60-acre area centered around Alden Drive [now Gracie Allen Drive] and San Vicente Boulevard, generally bounded by Beverly Boulevard (north), 3<sup>rd</sup> Street (south), La Cienega Boulevard (east), and Robertson Boulevard (west). The area is primarily improved with high-rise medical and office buildings, hotels, apartment towers, entertainment centers, and regional shopping complexes.

sources of lighting and glare from existing conditions. No significant adverse illumination impacts are expected to occur.

The West Tower façade will be treated with a combination of stone and glass. Compliance with the LAMC Section 93.0117 (reflective materials design standards), which limit reflective surface areas and the reflectivity of architectural materials used, would reduce any adverse impact for building material glare. Implementation of the Project would not produce glare that would create a visual nuisance and, therefore, would not result in a significant impact.

**Consistency with Adopted Plans and Policies.** The Project is consistent with the Community Plan and has long been recognized by the community as an established use in this area. The Project directly contributes to the furtherance of the Urban Design policies and guideline identified in the Community Plan (i.e., through physical site improvements) and indirectly supports those policies by not creating obstacles for their realization (i.e., such as gateway identification for the Beverly Center-Cedars Sinai Regional Commercial Center area). The Project implements many of the site planning, building height, pedestrian-orientation, parking structure design, lighting and landscaping guidelines identified in the Urban Design section of the Community Plan. The Project would result in a less than significant impact to aesthetic-related and urban design consistency and compatibility issues in the Project area as demonstrated by the Project's consistency with applicable policies and programs of the Community Plan.

**Cumulative Impacts.** Development of the Related Projects would incrementally increase the intensity and urbanization of the Project area. As required by the City of Los Angeles, City of Beverly Hills and City of West Hollywood, the project design must be reviewed by the Los Angeles City Department of Planning for consistency with applicable City codes and regulations prior to final plan approval.

**Comparison to Original EIR.** The Original EIR concluded that the Master Plan would have an adverse impact by moderately increasing the visibility of the CSMC Campus relative to the surrounding area due to the increased density of development and increased visual prominence. The net incremental impact of the Project would be insignificant and the overall impact is similar to that already addressed in the Original EIR. The Original EIR concluded that impacts to short-range views/viewsheds was less than significant because existing adjacent structures already block views, and moderately adverse relative to longer-range views from more distant vantage points because of the overall increased visual prominence. Similarly, the impact of nighttime lighting and glare was less than significant against the existing ambient conditions. The net incremental impact of the Project relative to aesthetic issues, including visual character, views, lighting and glare, would be insignificant and the overall impact is similar to that already addressed in the Original EIR.

Also, the 1993 Development Agreement (Section 3.2.g) required that CSMC contribute up to \$40,000 towards an Urban Design Program for the area generally bounded by Robertson Boulevard, Beverly Boulevard, Third Street, and San Vicente Boulevard. The purpose of the Urban Design Program is to create a more pedestrian-oriented environment in the area and provide a program of unifying themes and implementation program. Compared to the Master Plan project, the net change in Project conditions that might affect consistency is negligible.

Further, as concluded in the analysis above, implementation of the Project would result in an insignificant impact because it complies with applicable urban design guidelines.

**Mitigation Program and Net Impact.** Implementation of the standard conditions of approval, project design features, and previously adopted mitigation measures (listed below) would reduce all aesthetic impacts to less than significant levels. No additional mitigation measures are introduced in this SEIR as impacts related to aesthetics are already reduced to less than significant levels.

- MM AES-1: As required by LAMC Section 12.40, the site will be required to prepare a Landscape Plan which will address replacement of removed trees.
- MM AES-2: The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to LAMC Section 91.8104.
- MM AES-3: The Project is subject to the City of Los Angeles Zoning Code, Lighting Regulations, Chapter 9, Article 3, Section 93.0117, which limits reflective surface areas and the reflectivity of architectural materials used.
- MM AES-4: Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- MM AES-5: All open areas not used for the building, driveways, walls, or similar features shall be attractively landscaped in accordance with a landscape plan prepared by a licensed landscape architect and approved by the appropriate agencies. All landscaped areas shall be maintained in a first class condition at all times.
- MM AES-6: The landscaped area along the property borders shall include trees spaced a minimum of 15 feet apart, measured from the center of each tree. Trees should be no less than 24-inch-boxes in size.
- MM AES-7: Rooftop structures should be screened from view and utilities should be installed underground, where feasible.
- MM AES-8: The project should avoid the inclusion of large, blank walls.
- MM AES-9: Connection between the parking structures and the medical facilities should be physically integrated to provide a non-hazardous and aesthetically pleasing pedestrian entry into the main building.
- MM AES-10: After obtaining project permit approval, the Applicant shall submit final site plans and elevations to the Department of City Planning prior to the issuance of a Building Permit. The Department of City Planning shall compare the final plans with those approved by the City Planning Commission. If the Department of City Planning determines that the final site plans or elevations

contain substantial changes, the applicant shall submit the final plans to the City Planning Commission for review and approval.

- MM AES-11: All lighting shall be designed and placed in accordance with applicable Bureau of Engineering and Department of Public Works requirements.
- MM AES-12: Provision shall be made to include exterior parking structure walls to shield direct glare from automobile headlights into residential areas.
- MM AES-13: All outdoor lighting, other than signs, should be limited to that required for safety, securing, highlighting, and landscaping.
- MM AES-14: Low level security lighting should be used in outdoor areas.
- MM AES-15: Security lighting, as well as both outdoor lighting and indoor parking structure lighting, should be shielded such that the light source will not be visible from off-site locations.
- MM AES-16: Lighting should be directed on site and light sources shall be shielded so as to minimize visibility from surrounding properties.
- MM AES-17: Exterior windows should be tinted or contain an interior light-reflective film to reduce visible illumination levels from the building.
- MM AES-18: Per the 1993 Development Agreement (Section 3.2.g), CSMC must contribute up to \$40,000 towards an Urban Design Program for the area generally bounded by Robertson Boulevard, Beverly Boulevard, Third Street, and San Vicente Boulevard. The purpose of the Urban Design Program is to create a more pedestrian-oriented environment in the area and provide a program of unifying themes and implementation program.

## 2. AIR QUALITY

The emissions associated with the construction and operational phases of the Project, and cumulative future emissions, are detailed in *Section IV: Environmental Impact Analysis: B-Air Quality* of ~~this~~ the Draft SEIR and summarized below.

**Construction Activity.** Construction of the Project will create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., excavation) activities. Nitrogen oxide (NO<sub>x</sub>) emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release volatile organic compounds (VOCs). Demolition activities have the potential to release asbestos-containing materials (“ACMs”) and lead-based paint.

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Construction of the Project would result in maximum mitigated daily regional emissions of approximately 71 pounds per day (“ppd”) of VOCs, 206 ppd of NO<sub>x</sub>, 154 ppd of carbon monoxide (CO), less than 1 ppd of sulfur oxides (SO<sub>x</sub>), 29 ppd of particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>), and 91 ppd of particulate matter ten microns or less in diameter (PM<sub>10</sub>).

Daily NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions from construction are anticipated to be greater than the South Coast Air Quality Management District’s (the “SCAQMD”) regional significance thresholds and, as such, would result in a significant and unavoidable impact. The regional construction analysis assumed the Project would comply with SCAQMD Rule 403 for fugitive dust control. It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 for fugitive dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>10</sub> and PM<sub>2.5</sub> emissions associated with construction activities by approximately 61 percent. The SCAQMD significance thresholds for VOC, CO, SO<sub>x</sub>, would not be exceeded and regional construction emissions for these pollutants would not result in a significant impact.

Implementation of standard conditions and regulatory requirements, previously adopted mitigation measures, and additional recommended mitigation measures (listed below) would ensure proper implementation of Rule 403 and reduce NO<sub>x</sub> and VOC emissions during construction. However, even as mitigated, Project NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions would exceed the SCAQMD regional significance threshold and construction activity would result in a significant and unavoidable impact. Implementation of mitigation measure would reduce toxic air contaminants (“TAC”) impacts associated with construction activities to less-than-significant levels.

**Long-Term Operation.** Long-term Project emissions would be generated by area sources, such as natural gas combustion and consumer products (e.g., aerosol sprays) and mobile sources. Motor vehicle trips generated by the Project would be the predominate source of long-term Project emissions. Mobile and area source emissions were estimated using URBEMIS2007.

Operation of the Project would result in total daily emissions of approximately 35 ppd of VOC, 52 ppd of NO<sub>x</sub>, 436 ppd of CO, less than one ppd of SO<sub>x</sub>, 27 ppd of PM<sub>2.5</sub>, and 137 ppd of PM<sub>10</sub>. Daily operational emissions are anticipated to be less than the SCAQMD regional significance thresholds and, as such, would result in a less-than-significant impact.



Emissions for the localized air quality analysis of CO were also assessed by using Localized Significance Thresholds (“LST”) methodology promulgated by the SCAQMD.<sup>4</sup> One-hour CO concentrations due to Project conditions would be approximately 2 parts per million (ppm) at worst-case sidewalk receptors. Eight-hour CO concentrations due to the Project would range from approximately 1.2 ppm to 1.7 ppm. The State of California one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded. Thus, a less-than-significant impact is anticipated.

The Project would not expose sensitive receptors to significant emissions of TAC as a result of activities associated with Project operations and impacts associated with TAC emissions during operations would be less than significant. The Project would not expose people to objectionable odors.

**Consistency with Adopted Plans and Policies.** The SCAQMD’s 2007 Air Quality Management Plan (“AQMP”) establishes goals and policies to reduce long-term emissions in the South Coast Air Basin. A project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. The Project would not include new housing and is consistent with growth assumptions included in the AQMP. The Project would be consistent with the AQMP Consistency Criteria No. 1 and No. 2, and, therefore, a less-than-significant impact is anticipated.

**Climate Change Gas Emissions.** Global climate change, which refers to historical variance in the Earth’s meteorological conditions and has received substantial public attention for more than 15 years, has recently been addressed through passage of Assembly Bill 32<sup>5</sup> (AB 32) resulting in the state-wide regulation of greenhouse gas (GHG) emissions. Some GHGs are emitted naturally (water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O)), while others are exclusively human-made (e.g., gases used for aerosols and emissions from fossil fuel combustion).

GHG emissions would result from the combustion of fossil fuels to provide energy (electricity and natural gas sources) for the Project. Further, the provision of potable water used by the Project, which requires large amounts of energy associated with source and conveyance, treatment, distribution, end use, and wastewater treatment, contributes toward GHG emissions.<sup>6</sup> Also, GHG emissions from mobile sources are a function of vehicle miles traveled (“VMT”).

The Project would result in net carbon equivalent emissions of 5,986 tons per year of CO<sub>2</sub>, 6 tons per year of CH<sub>4</sub>, and 36 tons per year of NO<sub>2</sub>. Because the Project is typical urban infill development, would not generate a disproportionate amount of vehicle miles traveled, and would not have unusually high fuel consumption characteristics, it would have a negligible effect on any increase in regional and national greenhouse gas emissions.

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<sup>4</sup> The concentrations of SO<sub>2</sub> are not estimated because construction activities would generate a small amount of SO<sub>x</sub> emissions. No State standard exists for VOC. As such, concentrations for VOC were not estimated.

<sup>5</sup> AB 32 refers to the Global Warming Solutions Act of 2006 which was introduced during the 2006 California Legislative Session.

<sup>6</sup> Construction-related water usage would be de minimis when compared to overall water usage and was not factored into the analysis.

**Cumulative Impacts.** Based on SCAQMD's methodology, a project would have a significant cumulative air quality impact if the ratio of daily Project-related employment VMT to daily countywide VMT exceeds the ratio of Project-related employment to countywide employment. The proposed Project to countywide VMT ratio of 0.000048 is not greater than the proposed Project to countywide employment ratio of 0.000111. As such, the proposed Project would not significantly contribute to cumulative emissions and would have a less than significant impact.

**Comparison to Original EIR.** Compared to the Original EIR, which concluded that the Master Plan would have an adverse impact by mobile (construction and traffic-related) impact and a less than significant stationary impact, the net incremental impact of the Project would be insignificant and the overall impact is similar to that already addressed in the Original EIR. The Original EIR concluded that mobile-source impacts related to implementation of the Master Plan would be significant and unavoidable, even with implementation of the adopted mitigation measures.

Compared to the Original EIR, which concluded that the Master Plan would have a significant adverse impact related to TACs, even with compliance to federal, state and local regulations, the net incremental impact of the Project would be insignificant and the overall impact is similar to that already addressed in the Original EIR. Overall the Master Plan impacts remain significant.

**Mitigation Program and Net Impact.** Implementation of the standard conditions of approval, project design features, previously adopted mitigation measures, and additional recommended mitigation measures would reduce all air quality impacts due to the Project, except for those during the construction phase, to less than significant levels.

MM AQ-1: The Project will comply with applicable California Air Resources Board ("CARB") regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

MM AQ-2: The Project will comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the District. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

MM AQ-3: The Project will be designed to reduce exposure of sensitive receptors to excessive levels of degraded air quality. Also, the Project will incorporate many "sustainable" or "green" strategies that target sustainable site development, water

savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality, which in turn serve to directly and proactively reduce GHG and other air pollutant emissions. Project Design Features to be incorporated by the Project shall include, but are not limited to, the following or their equivalent:

- The CSMC Campus, including the Project Site, is conveniently located with respect to public transit opportunities. Given the Project Site's location within an established urban area, access to a number of existing Los Angeles Metro bus lines is available, and a potential Metro Rail station at the northeast corner of the CSMC Campus may be available in the future, thereby reducing traffic, air quality, noise, and energy effects.
- Storm water within the Property, including at the Project Site, is collected, filtered, and re-used for landscaping irrigation within the CSMC Campus, thereby reducing water and energy consumption.
- The West Tower design incorporates light-colored roofing and paving materials which serve to reduce unwanted heat absorption and minimize energy consumption.
- Building materials and new equipment associated with the West Tower are selected to avoid materials that might incorporate atmosphere-damaging chemicals.
- The West Tower energy performance is designed to be 14% more effective than required by California Title 24 Energy Design Standards, thereby reducing energy use, air pollutant emissions and greenhouse gas emissions.
- The West Tower will generate 2.5% of the building's total energy use through on-site renewable energy sources. On-site renewable energy sources can include a combination of photovoltaic, wind, hydro, wave, tidal and bio-fuel based electrical production systems, as well as solar thermal and geothermal energy systems.
- The West Tower will use materials with recycled content such that the sum of post-consumer content plus one-half of the pre-consumer content constitutes at least 10% (based on cost) of the total value of the materials in the Project.
- Lighting systems within the West Tower will be controllable to achieve maximum efficiency (e.g., uniform general ambient lighting, augmented with individually controlled task lighting that accommodates user-adjustable lighting levels and automatic shutoff switching).
- The West Tower will be designed to provide occupant thermal comfort dissatisfaction levels above 85%.

- MM AQ-4: Haul trucks shall be staged in non-residential areas and called to the site by a radio dispatcher. A Haul Route Permit shall be required before haul truck operations are conducted.
- MM AQ-5: Diesel-powered equipment shall be located as far as possible from sensitive receptors.
- MM AQ-6: A temporary wall of sufficient height to reduce windblown dust shall be erected on the perimeter of the construction site.
- MM AQ-7: Ground wetting shall be required during grading and construction, pursuant to SCAQMD Rule 403. This measure can reduce windblown dust a maximum of 50 percent.
- MM AQ-8: Contractors shall cover stockpiles of soil, sand, and similar materials to reduce wind pick-up.
- MM AQ-9: Construction equipment shall be shut off to reduce idling for extended periods of time when not in use.
- MM AQ-10: Low sulfur fuel should be used to power construction equipment.
- MM AQ-11: Construction activities shall be discontinued during second stage smog alerts.
- MM AQ-12: The proposed project shall implement a Transportation Demand Management program consistent with the provisions of SCAQMD Regulation XV.
- MM AQ-13: The Medical Center should reduce, to the extent possible, its reliance on hazardous materials.
- MM AQ-14: The Medical Center should analyze the effect of stack design and exhaust velocity on the dispersion of air toxics.
- MM AQ-15: New exhaust systems should be designed to place vents at or above the roof level of nearby buildings.
- MM AQ-16: Conservation with the Los Angeles Department of Water and Power and [The Gas Company] to determine feasible energy conservation features that could be incorporated into the design of the proposed project.
- MM AQ-17: Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. Those standards relate to insulation requirements and the use of caulking, double-glazed windows, and weather stripping.

- MM AQ-18: Thermal insulation which meets or exceeds standards established by the State of California and the Department of Building and Safety should be installed in walls and ceilings.
- MM AQ-19: Tinted or solar reflected glass would be used on appropriate exposures.
- MM AQ-20: Heat-reflecting glass on the exterior-facing, most solar-exposed sides of the building, should be used to reduce cooling loads.
- MM AQ-21: Interior and exterior fluorescent [halogen, or other energy efficient type] lighting should be used in place of less efficient incandescent lighting.
- MM AQ-22: A variable air volume system which reduces energy consumption for air cooling and heating for water heating should be used where permitted.
- MM AQ-23: Air conditioning which will have a 100 percent outdoor air economizer cycle to obtain free cooling during dry outdoor climatic periods should be used.
- MM AQ-24: Lighting switches should be equipped with multi-switch provisions for control by occupants and building personnel to permit optimum energy use.
- MM AQ-25: Public area lighting, both interior and exterior, should be used, time controlled, and limited to that necessary for safety.
- MM AQ-26: Department of Water and Power recommendations on the energy efficiency ratios of all air conditioning equipment installed should be followed.
- MM AQ-27: A carefully established and closely monitored construction schedule should be used to coordinate construction equipment movements, thus minimizing the total number of pieces of equipment and their daily movements. This would reduce fuel consumption to a minimum.
- MM AQ-28: Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- MM AQ-29: Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.
- MM AQ-30: A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site.
- MM AQ-31: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.

- MM AQ-32: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- MM AQ-33: Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
- MM AQ-34: Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.
- MM AQ-35: Heavy equipment operations shall be suspended during first and second stage smog alerts.
- MM AQ-36: On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.
- MM AQ-37: Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
- MM AQ-38: Architectural coating shall have a low VOC content, per SCAQMD guidance.
- MM AQ-39: Prior to issuance of demolition permits, an asbestos and lead-based paint survey shall be conducted. If ACMs are detected, these materials shall be removed by a licensed abatement contractor and in accordance with all applicable federal, State, and local regulations, including SCAQMD Rule 1403 prior to demolition. If lead-based paint is identified, federal and State construction worker health and safety regulations (including applicable California Division of Occupational Safety and Health (“Cal/OSHA”) and United States Environmental Protection Agency (“USEPA”) regulations) shall be followed during demolition activities. Lead-based paint shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. If lead-based paint is identified on the building structure to be demolished, near-surface soil samples shall be collected around the structure to determine the potential for residual soil lead contamination, and appropriate remediation shall be completed prior to building construction.

The Project will result in net significant unavoidable construction (short-term) air quality impacts related to NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Pursuant to CEQA Guidelines Sections 15092 and 15093, and in the event the Project is approved, the City of Los Angeles must adopt a Statement of Overriding Considerations acknowledging these outstanding significant adverse impacts and stating the reason(s) for accepting these impacts in light of the whole environmental record as weighed against the benefits of the Project.

### 3. NOISE

The noise levels associated with the construction and operational phases of the Project, and cumulative future noise levels, are detailed in *Section IV.C: Noise* of ~~this~~ the Draft SEIR and summarized below.

**Construction (Short-Term) Noise.** Construction of the Project would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. The highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. These noisiest phases occur for approximately one to two months each. Construction activity would comply with the guidelines set forth in the Noise Ordinance of the Los Angeles Municipal Code. Construction noise and ground-borne vibration may, however, result in annoyance to nearby sensitive receptors. Implementation of the mitigation program would reduce construction noise and ground-borne vibration and provide a way for Project-related community noise complaints to be addressed. Construction-related noise would exceed the five-dBA (decibels) significance threshold at various sensitive receptors even with implementation of mitigation measures and, as such, the Project would result in a significant and unavoidable construction (short-term) noise impact.

**Operational (Long-Term) Noise.** The predominant operational noise source for the Project is vehicular traffic. The greatest Project-related mobile noise increase would be 1.1 dBA Community Noise Equivalent Level (“CNEL”) and would occur along Alden Drive-Gracie Allen Drive, between Robertson Boulevard and George Burns Road. The roadway noise increase attributed to the Project would be less than the 3-dBA CNEL significance threshold at all analyzed segments. As such, there would not be a perceptible change in audible noise as a result of increased traffic.

Potential stationary noise sources related to the long-term operations of the Project include mechanical equipment (e.g., parking structure air vents and heating, ventilation, and air conditioning (“HVAC”) equipment.) Mechanical equipment would be designed so as to be within an enclosure or confined to the rooftop of the West Tower. In addition, mechanical equipment would be screened from view as necessary to comply with the City of Los Angeles Noise Ordinance requirements for both daytime (50 dBA) and nighttime (40 dBA) noise levels at residential land uses. Non-vehicular noise generated by Project operation (e.g. mechanical equipment and parking activity) would not increase ambient noise levels by more than the 5-dBA significance threshold. As such, non-vehicular noise would result in a less-than-significant impact.

The Approved Parking Structure, which was approved as part of the Master Plan, will increase by 50 parking spaces under the proposed Project. Even with the addition of 50 parking spaces, activity within the Project parking structure would not incrementally increase ambient noise levels by 5 dBA or more; thus, noise associated with the parking facilities would result in a less than significant impact.

The Project will also incorporate a loading dock and ambulatory service area, which will be located in the parking structure and accessed primarily from Gracie Allen Drive. The loading dock and ambulatory service area would be internal to the parking structure. Thus these areas would be shielded from sensitive receptors by Project structures, which would act as noise barriers preventing an increase of ambient noise levels by more than 5 dBA at off-site sensitive receptors. The Project would result in a less than significant operational noise impact due to loading dock or service access operations.

Siren noise from emergency vehicles leaving from and arriving at the Project Site would constitute a short-term and intermittent noise source and result in a less than significant impact.

**Vibration.** Use of heavy equipment (e.g., a sonic pile driver) typically used during construction generates vibration. Operation of the Project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. However, similar to existing conditions, traffic-related vibration levels would not be perceptible by sensitive receptors. The Project would not include any significant sources of ground-borne vibration. The ground-borne vibration operational impact would be less than significant.

**Consistency with Adopted Plans and Policies.** The Noise Element of the Los Angeles General Plan indicates that interior operational noise for hospitals should be 45 dBA or lower. Typical construction of building walls provides a noise reduction of approximately 26 dBA. The Project would also be constructed with windows that cannot be opened. As such, interior noise levels would be at least 26 dBA less than exterior noise levels and would be less than the 45 dBA CNEL. Residential uses, which have lower ambient noise levels than the Project Site, would be less affected by Project-related noise since these residential uses are located farther away from the Project Site than the adjacent medical uses. Because the Project would be consistent with the Noise Element, impacts related to consistency with applicable noise-related plans and policies are less than significant.

**Cumulative Impacts.** The Project would result in less than significant operational (long-term) noise and vibration impacts and thus would not significantly contribute to cumulative operational noise or vibration impacts in the area. However, the construction (short-term) noise impacts resulting from the Project would be significant and unavoidable. With the addition of construction noise generated by the nearest Related Project, the increase in ambient noise levels would exceed the 5-dBA significance threshold and would result in significant cumulative construction (short-term) noise impacts as well.

**Comparison to Original EIR.** The Original EIR concluded that the Master Plan would have adverse construction (short-term) noise impacts due to demolition and construction activities, and less than significant operational (long-term) impacts with implementation of mitigation measures (from either mobile or stationary sources). The net incremental impact of the Project beyond the Master Plan would be considered less than significant and the overall impact is similar to that already addressed in the Original EIR.

**Mitigation Program and Net Impact.** Implementation of the standard conditions of approval, project design features, previously adopted mitigation measures, and additional recommended mitigation measures would reduce all noise impacts, except for construction phase impacts to adjacent sensitive receptors, to less than significant levels.

MM NOI-1: The Project will comply with the City's Noise Ordinance to ensure that construction activities are conducted in accordance with the LAMC



- MM NOI-2: Specify the use of quieted equipment in compliance with the applicable provisions of the City of Los Angeles Noise Ordinance No. 156,363.
- MM NOI-3: Route trucks hauling debris through non-residential areas by approval of the Department of Building and Safety.
- MM NOI-4: The use of quieted equipment would reduce noise levels by an additional 3 to 6 dBA.
- MM NOI-5: Limit demolition activities to the hours of 7:00 A.M. to 6:00 P.M., Monday through Friday and from 8:00 A.M. to 6:00 P.M. on Saturday.
- MM NOI-6: Construct a temporary noise barrier wall along the property line, where feasible, as determined by the Department of Building and Safety.
- MM NOI-7: Specify that all sound-reducing devices and restrictions be properly maintained throughout the construction period.
- MM NOI-8: Where temporary noise barriers are infeasible, portable noise panels to contain noise from powered tools shall be used.
- MM NOI-9: Use rubber-tired equipment rather than track equipment.
- MM NOI-10: Limit the hours of construction to between 7:00 A.M. and 6:00 P.M., Monday through Friday and between 8:00 A.M. and 6:00 P.M. on Saturday.
- MM NOI-11: Keep loading and staging areas on site within the perimeter protected by the recommended temporary noise barrier and away from the noise-sensitive sides of the site.
- MM NOI-12: If feasible, use alternate pile placement methods other than impact pile driving (See MM NOI-22 for a detailed discussion of the feasibility of alternate pile placement methods).
- MM NOI-13: Installation of sound attenuating devices on exhaust fans, enclosing mechanical equipment, and providing sound absorbing and shielding provisions into the design.
- MM NOI-14: Construction contracts shall specify that all construction equipment be equipped with mufflers and other suitable noise attenuation devices.
- MM NOI-15: Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

- MM NOI-16: Barriers such as plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the Project Site to the extent feasible, to minimize the construction noise.
- MM NOI-17: Flexible sound control curtains shall be placed around drilling apparatus and drill rigs used within the Project Site, to the extent feasible.
- MM NOI-18: The construction contractor shall establish designated haul truck routes. The haul truck routes shall avoid noises sensitive receptors, including, but are not limited to residential uses and schools.
- MM NOI-19: All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the Project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- MM NOI-20: The construction contractor shall establish a “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.
- MM NOI-21: The applicant shall conduct an acoustical analysis to confirm that the materials to be used for the proposed Project would reduce interior noise levels by to dBA. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be required to reduce the interior noise levels by to dBA, and the applicant shall incorporate these features into the proposed Project.
- MM NOI-22: Pile driving activity shall be limited based on the distance of vibration sensitive buildings to the Project Site. For buildings within 35 feet of pile driving activity, contractors shall use caisson drilling to drive piles. For buildings 35 to 55 feet from pile driving activity, contractors shall use sonic or vibratory pile drivers to drive piles. For buildings 55 feet and beyond pile driving activity, contractors may use impact pile drivers.

The Project will result in net significant unavoidable impacts related to construction (short-term) noise impacts at sensitive receptors. Pursuant to CEQA Guidelines Sections 15092 and 15093, and in the event the Project is approved, the City of Los Angeles must adopt a Statement of Overriding Considerations acknowledging these outstanding significant adverse impacts and

stating the reason(s) for accepting these impacts in light of the whole environmental record as weighed against the benefits of the Project.

#### 4. TRANSPORTATION AND CIRCULATION

The traffic and parking effects associated with the construction and operational phases of the Project, and cumulative future traffic levels, are detailed in *Section IV.D: Transportation and Circulation* of ~~this~~ the Draft SEIR and summarized below.

**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.

It is assumed that heavy construction equipment would be located on-site during grading activities and would not travel to and from the Project Site on a daily basis. However, 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 20 miles of the Project Site.

During the construction phase, local traffic may experience a temporary increase as additional construction-related trips (comprising commuting construction personnel and haul trucks) would be added to the area in addition to traffic generated by the existing uses. Ingress and egress from the Project Site would be designed pursuant to City code requirements. Nevertheless, it will be necessary to develop and implement a construction traffic control plan, including 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 traffic control plan would also address interim traffic staging and parking for the CSMC Campus. Because a construction traffic and interim traffic control plan will be in force, and because the temporary increase and disruption to the local traffic area due to construction activity would be short-term and not permanent, the resulting impact to traffic would be less than significant with implementation of the traffic control plans and the City's approval of the haul routes.

**Long-Term Operation.** Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project were based upon rates per number of hospital beds. The proposed Project is expected to generate 113 net new vehicle trips (79 inbound trips and 34 outbound trips) during the A.M. peak hour. During the P.M. peak hour, the Project is expected to generate 130 net new vehicle trips (47 inbound trips and 83 outbound trips). Over a 24-hour period, the Project is forecasted to generate 1,181 net new daily trip ends during a typical weekday (approximately 592 inbound trips and 592 outbound trips).

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.

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

Parking supply for the CSMC Campus will increase from an existing parking supply of 7,275 spaces (including 547 spaces to be provided as part of the Pavilion) to a total of 7,758 spaces. Based on the parking requirements for the planned development program, the future City parking requirement for the CSMC Campus will be 7,669 spaces. This is based on the existing City requirement of 6,706 spaces and the future Code requirement of 963 spaces for the planned development program ( $6,706 + 963 = 7,669$  spaces). Therefore, the planned CSMC Campus parking supply of 7,758 spaces will exceed the City parking requirement of 7,669 spaces by a total of 89 spaces.

Loss of on-street parking spaces on Robertson Boulevard and Beverly Boulevard to implement traffic mitigation measures (i.e., intersection improvements) for the two impacted intersections noted above could have an adverse impact to businesses in the Project area which depend on this on-street parking.

**Transit System.** As required by the 2004 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service, which is currently provided in the Project vicinity. Pursuant to the CMP guidelines, the Project is forecast to generate demand for 6 transit trips (4 inbound and 2 outbound trips) during the weekday A.M. peak hour and 7 transit trips (3 inbound trips and 4 outbound trips) during the weekday P.M. peak hour. Over a 24-hour period, the Project is forecast to generate demand for 58 daily transit trips.

Therefore, with continuation of the 11 existing bus lines currently running in the Project area, peak hour transit trips would correspond to less than one additional Project-related transit rider per bus. Therefore, it is anticipated that the existing transit service in the Project area would adequately accommodate the Project-generated transit trips. Given the low number of generated

transit trips per bus, less than significant impacts on existing or future transit services in the Project area are expected to occur as a result of the Project.

**Pedestrian Environment.** The pedestrian access and environment on the CSMC Campus includes a network of private internal streets, sidewalks, crosswalks, signage, ground-level entrance to all structures, public transit stops and elevated pedestrian bridge connections between most buildings.

All new buildings constructed on the CSMC Campus are to be designed to provide appropriate access and include those necessary street and sidewalk improvements to comply with all Building Code and Municipal Code regulations. The proposed Project will improve access at the Campus by allowing easy movement between facilities through a pedestrian bridge to the existing North Tower. The Project will not affect existing pedestrian access on the Campus and no mitigation is required as the Project will, in fact, improve pedestrian access to a beneficial level. The proposed Project is anticipated to be consistent with the pedestrian orientation policies, goals and objectives, as suggested in the Urban Design guidelines of the Wilshire Community Plan.

**Consistency with Adopted Plans and Policies.** The Project does not propose any change to adopted Plans or policies, nor reclassification of applicable designations. The Project is consistent with the transportation-related goals, objectives and policies because the Project will either directly contribute toward the furtherance of those policies (i.e., intersection improvements or off-street parking resources) or indirectly supports those policies through not creating obstacles for their realization (e.g., such as enhanced public transit and pedestrian orientation). Therefore, the Project will result in a less than significant impact to transportation in the Project area due to conflicts with policies and programs supporting public transit, alternative transportation modes, transportation systems, congestion management, and parking.

**Cumulative Impacts.** See Long-Term Operation above. The analysis of cumulative impacts was completed concurrent with the Project analysis (existing conditions plus ambient growth plus Related Projects development plus Project with mitigation measures).

**Comparison to Original EIR.** The Original EIR concluded that the Master Plan would have less than significant impacts with implementation of mitigations at all study intersections with the exception of Sherbourne Drive/Third Street, which resulted in a significant and unavoidable impact even with mitigations. The loss of on-street parking under the Master Plan was determined to be significant; however, with implementation of mitigation measures, off-street parking on the CSMC Campus resulted in no significant impacts. With implementation of all code requirements and mitigation measures, no significant impacts were anticipated on pedestrian or vehicular access either. The net incremental impact on traffic, parking, access and public transit resulting from the Project beyond the Master Plan would be considered less than significant and the overall impact is similar to that already addressed in the Original EIR.

**Mitigation Program and Net Impact.** Implementation of the standard conditions of approval, project design features, previously adopted mitigation measures, and additional recommended

mitigation measures would reduce all transportation impacts, including construction traffic, to less than significant levels.

- 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.
- MM TRF-2: The Applicant shall submit site plans to the Los Angeles Department of Transportation and the Bureau of Engineering for approval prior to the issuance of any foundation permit. The site plans shall include highway easements, access locations, and adjacent street improvements.
- MM TRF-3: Applicant shall prepare and submit a Transportation Demand Management (“TDM”) plan to LADOT which will contain measures to achieve a 19 percent reduction in overall P.M. peak hour trips for the entire Cedars-Sinai Medical Center. This plan shall be submitted to and must be approved by LADOT prior to the issuance of any building permits. The TDM Plan shall include, but not be limited to, the following features: transportation allowance, provision of preferential parking for carpools/vanpools, additional financial incentives, purchase of bicycles and related equipment for employees, increased employee participation in Compressed Work Week schedules, expanded employee benefits, visitor transit incentives, and a Guaranteed Ride Home program for ridesharers. Prior to the issuance of any building permit, the applicant shall execute and record a covenant to the satisfaction of DOT guaranteeing implementation of the DOT approved TDM Plan.
- MM TRF-4: Driveway plans shall be prepared for approval by the appropriate District Office of the Bureau of Engineering and the Department of Transportation.
- MM TRF-5: Access for the handicapped shall be located in accordance with the requirements of the Handicapped Access Division of the Department of Building and Safety.
- MM TRF-6: Adequate access to site for police shall be provided. A diagram of the site shall be sent to the Police Department for their review, and their recommendations and requirements shall be incorporated into the final design.
- MM TRF-7: Adequate access to site for fire protection service vehicles and personnel shall be provided. A diagram of the site shall be sent to the Fire Department for their review. Emergency access and exit plans shall comply with the recommendation and requirements of the Fire Department.

- MM TRF-8: The applicant should provide safe pedestrian/auto junctures to the satisfaction of the Department of Transportation and the Bureau of Engineering at key intersections, driveway locations, entry points, and within parking areas of the Medical Center.
- MM TRF-9: Sheltered waiting areas shall be provided by the applicant at bus stops adjacent to the perimeter of the Cedars-Sinai Medical Center campus where no shelter currently exists.
- MM TRF-10: Applicant shall coordinate with DOT to identify sidewalks and pedestrian access points for improvement of access from transit stops.
- MM TRF-11: Parking/driveway plan. A parking area and driveway plan shall be prepared for approval by the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
- MM TRF-12: The design of the on-site parking shall integrate safety features, such as, signs, lights, and striping pursuant to Section 12.21.A5 of the Municipal Code.
- MM TRF-13: The Driveway and Parking Plan review for the project should be coordinated with the Citywide Planning Coordination Section.
- MM TRF-14: Off-street parking should be provided for all construction-related employees generated by the proposed Project. No employees or sub-contractors should be allowed to park on the surrounding residential streets for the duration of all construction activities.
- MM TRF-15: Off-street parking shall be provided free of charge for all construction-related personnel and employees, including without limitation independent contractors, consultants and agents, during the construction phases of the project.
- MM TRF-16: Coordinate temporary location for bus stops on Third Street and Alden Drive with SCRTD [now Metro] during project construction.
- MM TRF-17: Maps of surrounding bus services should be posted at bus stops and other locations where people are likely to view the information, particularly near the Outpatient Diagnostic and Treatment Center [now referred to as the Advanced Health Sciences Pavilion], where over 75 percent of the daily new trips are assigned. Information shown should include the location of the closest bus stops, hours of operation, frequency of service, fares, and SCRTD [now Metro] telephone information numbers.
- MM TRF-18: Sheltered waiting areas should be provided at major bus stops where no shelter currently exists.

- MM TRF-19: The Medical Center shall coordinate with LADOT to identify sidewalks which should be widened within the campus to encourage pedestrian activity and improve access to transit stops.
- MM TRF-20: Any planned retail sites such as pharmacies, newspaper stands, or food and beverage stands should be located adjacent to major bus stops in order to improve the convenience of using transit.
- MM TRF-21: Coordinate relocation of underground utility lines in the event of encroachment upon same by construction related to the proposed Project.
- MM TRF-22: The Project Applicant will prepare and implement an Interim Traffic Control Plan ("TCP") during construction.
- MM TRF-23: Prior to obtaining a demolition and/or grading permit, the Project Applicant shall prepare a Construction Traffic Control Plan ("Construction TCP") for review and approval by the LADOT. The Construction TCP shall include the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. The Construction TCP will identify a designated off-site parking lot at which construction workers will be required to park. 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.
- MM TRF-24: **Int. No. 2: Robertson Blvd./Alden Dr.-Gracie Allen Dr.** The applicant shall provide a right-turn-only lane at the northbound approach of Robertson Boulevard at the Alden Drive-Gracie Allen Drive intersection, as well as a right-turn-only lane at the westbound approach of Alden Drive-Gracie Allen Drive at the intersection. The resultant lane configurations at the northbound approach to the intersection will be one exclusive left-turn lane, one through lane and one right-turn-only lane. The resultant lane configurations at the westbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require restriping both the northbound and southbound approaches to the intersection; widening the westbound approach along the north side of Alden Drive-Gracie Allen Drive by 2.5 feet for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width), thereby reducing sidewalk width from the existing 12.5 feet to 10 feet; as well as the removal of on-street parking along the eastside of Robertson Boulevard south of the intersection for a distance of approximately 130 feet (approximately 6 spaces). If implemented, the mitigation measure shall be executed in two phases. First, Alden Drive-Gracie Allen Drive shall be widened and restriped as proposed above. Second, a traffic warrant analysis shall be performed 2 years after full occupancy of the Project to determine the need for a right-turn-only lane at the northbound approach of Robertson Boulevard. If a



right-turn-only lane is warranted, the lane shall be implemented as proposed above.

**MM TRF-25: Int. No. 6: George Burns Rd./Beverly Blvd.** The applicant shall provide a right-turn-only lane at the eastbound approach of Beverly Boulevard at the George Burns Road intersection, as well as two lanes at the northbound approach of George Burns Road at the intersection. The resultant lane configurations at the eastbound approach to the intersection will be one two-way left-turn lane, two through lanes and one right-turn-only lane. The resultant lane configurations at the northbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require widening along the south side of Beverly Boulevard west of the intersection by approximately three feet and the removal of on-street parking for a distance of approximately 55 feet to accommodate the installation of the eastbound right-turn-only lane (approximately 4 spaces). The three-foot widening would also reduce the existing sidewalk width from 15 feet to the minimum required 12 feet for a Major Highway Class II for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width). It must be noted that this intersection is located in the City of West Hollywood, therefore implementation of the recommended mitigation will require approval and cooperation with the City of West Hollywood.

## 5. CUMULATIVE EFFECTS

In summary, the proposed Project and the Related Projects in the area have the potential to result in cumulative impacts related to public services (i.e., fire protection and police protection) and utilities (i.e., water supply and water conservation). The Original EIR determined that the Master Plan would result in unavoidable adverse significant impacts for fire protection, police protection, water supply, sewer system and solid waste disposal. Thus, these Master Plan project-related significant impacts were anticipated to incrementally contribute to significant cumulative impacts related to the provision of these services and utilities. The proposed Project was determined to have less than significant impacts on public services and utilities and, thus, is not anticipated to significantly contribute to the already significant cumulative impacts determined in the Original EIR for the Master Plan. The net incremental cumulative impacts of the proposed Project in combination with all Related Projects relative to public services and utilities would further be reduced to less than significant levels with implementation of Project-specific mitigation measures, citywide General Plan Framework mitigation measures, and compliance with all applicable laws and regulations.

**Mitigation Program and Net Impact.** Implementation of standard conditions of approval and project design features would reduce net cumulative impacts from the Project and would prevent a significant incremental impact contribution to the already significant cumulative impacts determined in the Original EIR for the Master Plan.

**MM CUM-1:** Unless otherwise required and to the satisfaction of the Department of Building and Safety, the Applicant shall install high-efficiency toilets

(maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.

MM CUM-2: Unless otherwise required and to the satisfaction of the Department of Building and Safety, the Applicant shall install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

MM CUM-3: As otherwise restricted by state or federal regulations, single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).

MM CUM-4: Unless otherwise required, all restroom faucets shall be of a self-closing design, to the satisfaction of the Department of Building and Safety.

MM CUM-5: In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf and greater, to the satisfaction of the Department of Building and Safety.

## 6. GROWTH INDUCING

Section 15126(d) of the CEQA Guidelines requires that an EIR discuss the growth-inducing impact of a proposed project, including “ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The California Department of Transportation (“Caltrans”) requires similar analysis for Projects located along state highways, including the proposed Project.

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.<sup>7</sup> Therefore, no significant growth inducing impacts are anticipated.

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<sup>7</sup> California Department of Transportation, *Guidance for Preparers of Growth-related, Indirect Impact Analyses*, May 2006.



## II. SUMMARY

### E. MITIGATION PROGRAM

A Mitigation Monitoring Program (“MMP”) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” A Final MMP will be adopted at the conclusion of the SEIR process and will reflect the final set of required mitigation measures to address Project impacts. The MMP is described in *Section VI.E: Mitigation Monitoring Program* of ~~this~~ the Draft SEIR, and a ~~draft~~ final MMP is included in ~~Appendix G: Mitigation Monitoring Program.~~ Section V of this Final SEIR.



### 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.<sup>7</sup> Therefore, no significant growth inducing impacts are anticipated.

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<sup>7</sup> California Department of Transportation, *Guidance for Preparers of Growth-related, Indirect Impact Analyses*, May 2006.

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### 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:

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

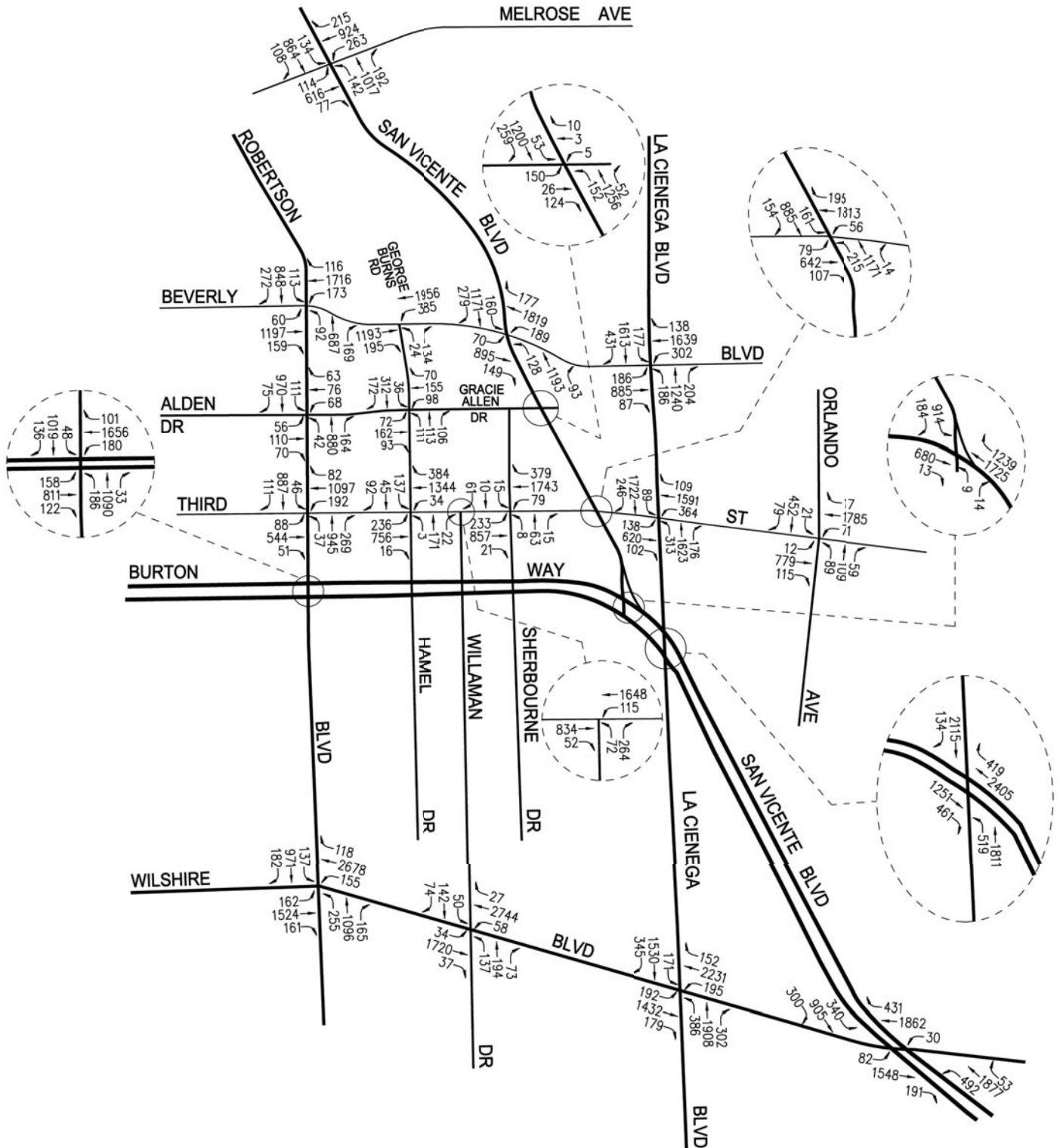


FIGURE 46-A

FUTURE WITH PROJECT TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSKOTT, 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.<sup>2.a</sup> 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.<sup>2.b</sup> 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.<sup>2.c</sup> 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.

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<sup>2.a</sup> Metropolitan Water District, *Chapter IV –Groundwater Basin Reports, Los Angeles County Coastal Plain Basins –Hollywood Basin*, September 2007.

<sup>2.b</sup> *Ibid.*

<sup>2.c</sup> *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.<sup>4</sup> 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,<sup>5</sup> 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<sup>5</sup> 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 Angeles. 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.

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<sup>4</sup> 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.

<sup>5</sup> 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
<b>Total Required Parking</b>		<b>6,706</b>

PARKING SUPPLY

8	Parking Lot 9 (Cancer Center)	104
<b>Total Parking Supply</b>		<b>7,275</b>

PARKING SURPLUS/(DEFICIT)

<b>PARKING SURPLUS/(DEFICIT)</b>		<b>569</b>
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- 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
<b>Total Parking Supply</b>		<b>7,758</b>

PARKING SURPLUS/(DEFICIT)

<b>PARKING SURPLUS/(DEFICIT)</b>		<b>89</b>
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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]		[2]		[3]		[4]		[5]		[6]	
			EXISTING V/C	LOS	YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	YEAR 2023 W/ RELATED PROJECTS V/C	LOS	YEAR 2023 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	MITI- GATED	YEAR 2023 W/ PROJECT TDM V/C	CHANGE V/C [(6)-(4)]
1	Robertson Boulevard/ Beverly Boulevard	AM PM	0.914 0.740	E C	1.031 0.832	F D	1.316 1.232	F F	1.320 1.239	F F	0.004 0.007	---	1.320 1.239	F F
2	Robertson Boulevard/ Alden Drive-Gracie Allen Drive	AM PM	0.481 0.572	A A	0.534 0.639	A B	0.850 1.034	D F	0.872 1.063	D F	0.022 0.029	YES YES	0.827 0.946	D E
3	Robertson Boulevard/ Third Street	AM PM	0.701 0.659	C B	0.787 0.739	C C	1.182 1.223	F F	1.191 1.227	F F	0.009 0.004	---	1.191 1.227	F F
4	Robertson Boulevard/ Burton Way	AM PM	0.824 0.872	D D	0.928 0.983	E E	1.262 1.287	F F	1.266 1.295	F F	0.004 0.008	---	1.266 1.295	F F
5	Robertson Boulevard/ Wilshire Boulevard	AM PM	0.957 0.990	E E	1.101 1.138	F F	1.397 1.481	F F	1.400 1.484	F F	0.003 0.003	---	1.400 1.484	F F
6	George Burns Road/ Beverly Boulevard	AM PM	0.523 0.656	A B	0.582 0.735	A C	0.695 0.929	B E	0.715 0.951	C E	0.020 0.022	NO YES	0.646 0.918	B E
7	George Burns Road/ Gracie Allen Drive	AM PM	0.455 0.534	A A	0.523 0.614	A B	0.675 0.752	B C	0.714 0.783	C C	0.039 0.031	---	0.714 0.783	C C
8	George Burns Road-Hamel Road/ Third Street	AM PM	0.635 0.436	B A	0.710 0.482	C A	0.841 0.661	D B	0.853 0.678	D B	0.012 0.017	---	0.853 0.678	D B
9	Willaman Drive/ Third Street	AM PM	0.416 0.484	A A	0.459 0.537	A A	0.580 0.693	A B	0.587 0.699	A B	0.007 0.006	---	0.587 0.699	A B
10	Willaman Drive/ Wilshire Boulevard	AM PM	0.713 0.668	C B	0.820 0.768	D C	0.941 0.898	E D	0.941 0.898	E D	0.000 0.000	---	0.941 0.898	E D

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

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

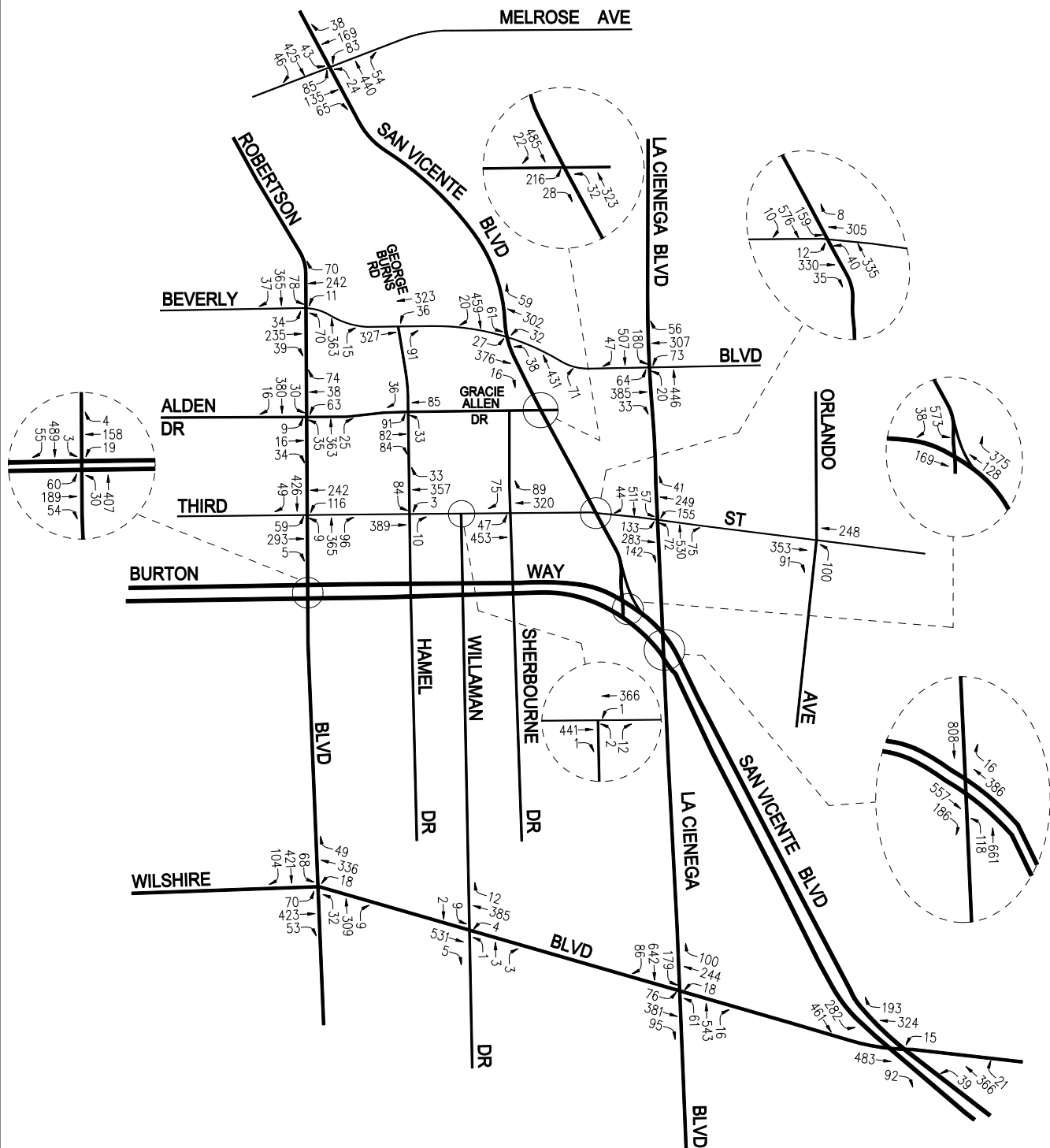
22-30th 2006																
NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]		[5]		[6]			
			EXISTING V/C	LOS	YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	YEAR 2023 W/ RELATED PROJECTS V/C	LOS	YEAR 2023 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(4)]	MITI-GATED
21	La Cienega Boulevard/ Wilshire Boulevard	AM	0.976	E	1.122	F	1.450	F	1.453	F	0.003	NO	1.453	F	0.000	---
		PM	0.996	E	1.145	F	1.501	F	1.503	F	0.002	NO	1.503	F	0.000	---
22	Orlando Avenue/ Third Street	AM	0.740	C	0.831	D	0.958	E	0.959	E	0.001	NO	0.959	E	0.000	---
		PM	0.706	C	0.793	C	1.007	F	1.009	F	0.002	NO	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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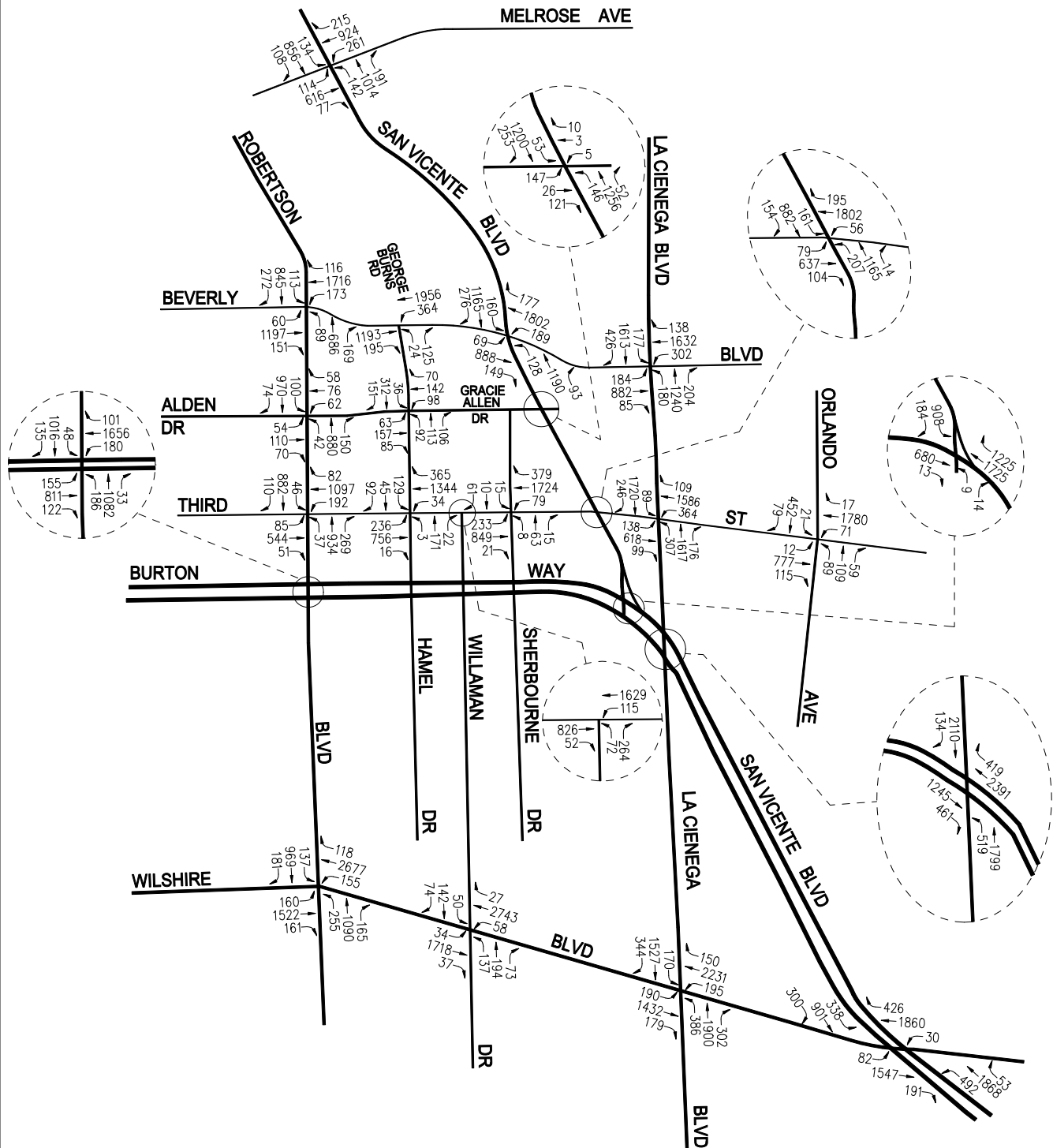
**FIGURE 7-3**  
**RELATED PROJECTS TRAFFIC VOLUMES**  
**PM PEAK HOUR**

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CEDARS-SINAI MEDICAL CENTER PROJECT



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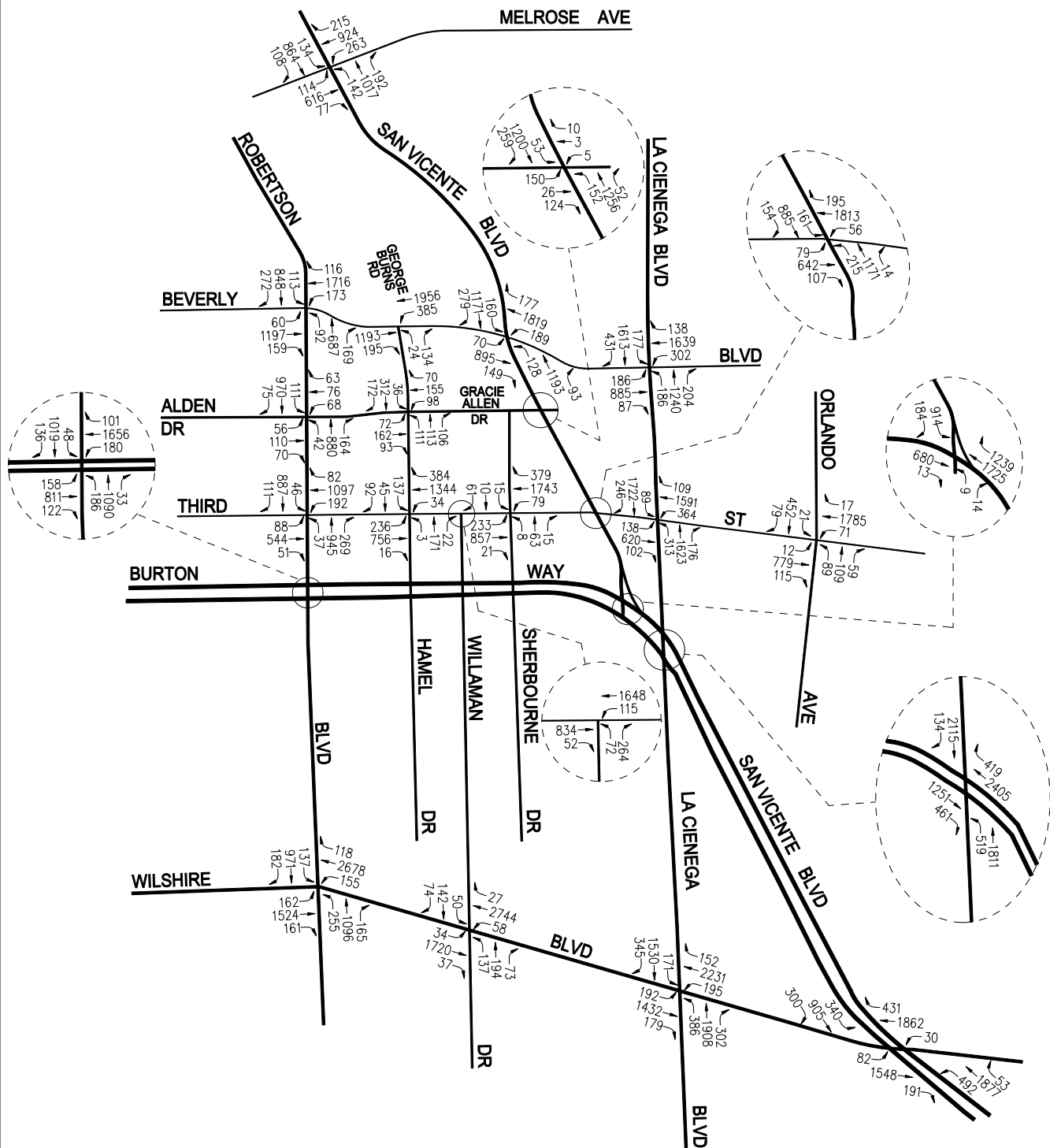
**FIGURE 9-3**  
**FUTURE PRE-PROJECT TRAFFIC VOLUMES**  
**AM PEAK HOUR**

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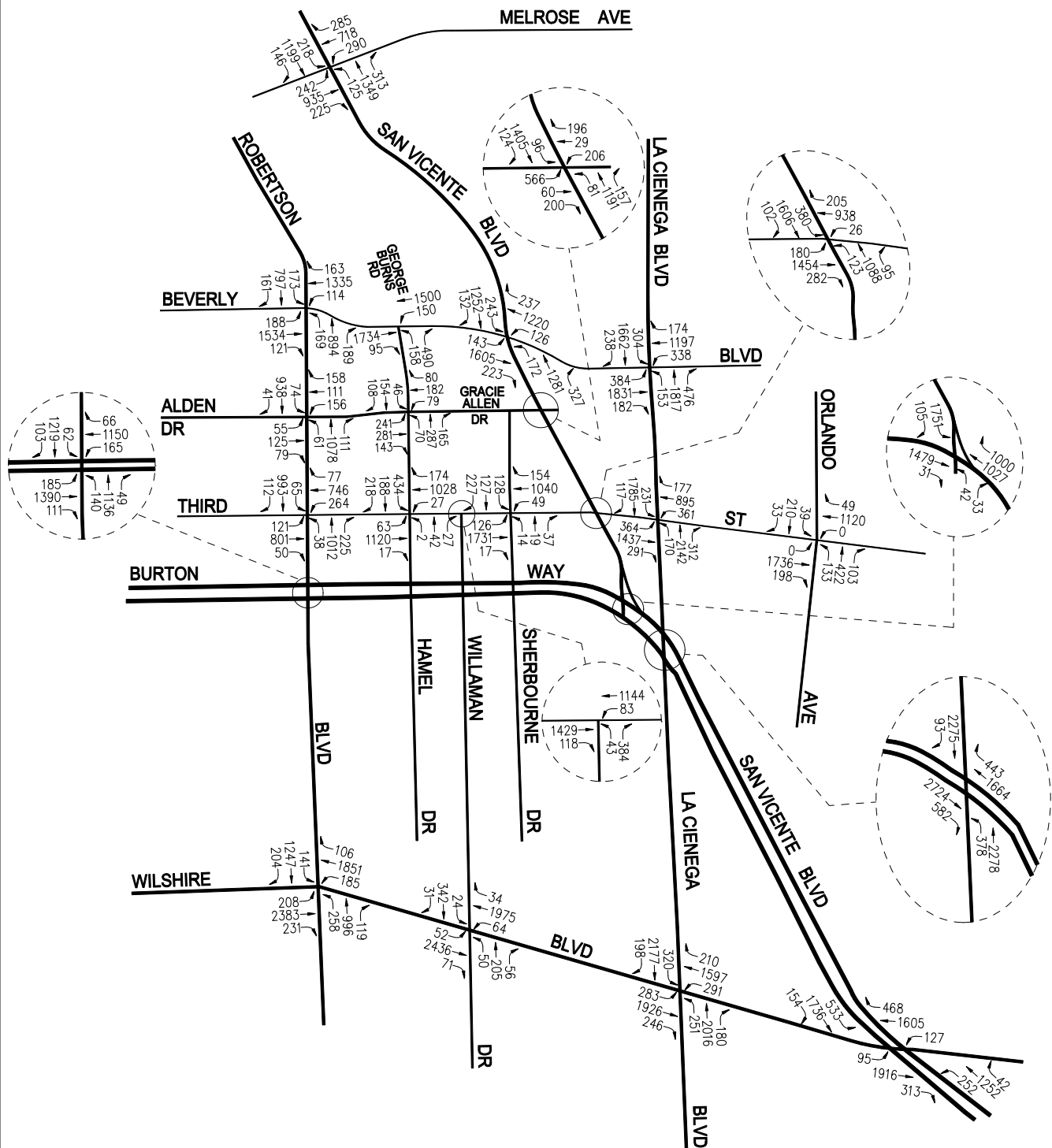
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**FIGURE 9-5**  
**FUTURE WITH PROJECT TRAFFIC VOLUMES**  
**AM PEAK HOUR**

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CEDARS-SINAI MEDICAL CENTER PROJECT

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NOT TO SCALE

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

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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:

<b>New Appendices to be Inserted into Appendix E: Traffic Impact Study of the Draft EIR</b>	
<b><i>New Appendix Letter</i></b>	<b><i>Name of New Appendix to Traffic Impact Study (number of pages)</i></b>
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		

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 3<sup>rd</sup> Street and Burton Way
9. Willaman Drive between 3<sup>rd</sup> Street and Burton Way
10. Willaman Drive between Burton Way and Colgate Avenue
11. Sherbourne Drive between 3<sup>rd</sup> Street and Burton Way

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Traffic  
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Pasadena  
Costa Mesa  
San Diego  
Las Vegas

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 Procedures<sup>1</sup> 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.

<b>Table A</b> <b>CITY OF LOS ANGELES</b> <b>LOCAL RESIDENTIAL STREET SEGMENT</b> <b>IMPACT THRESHOLD CRITERIA</b>	
<b>Projected Average Daily Traffic With Project (Final ADT)</b>	<b>Project-Related Increase in ADT</b>
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

<sup>1</sup> *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).

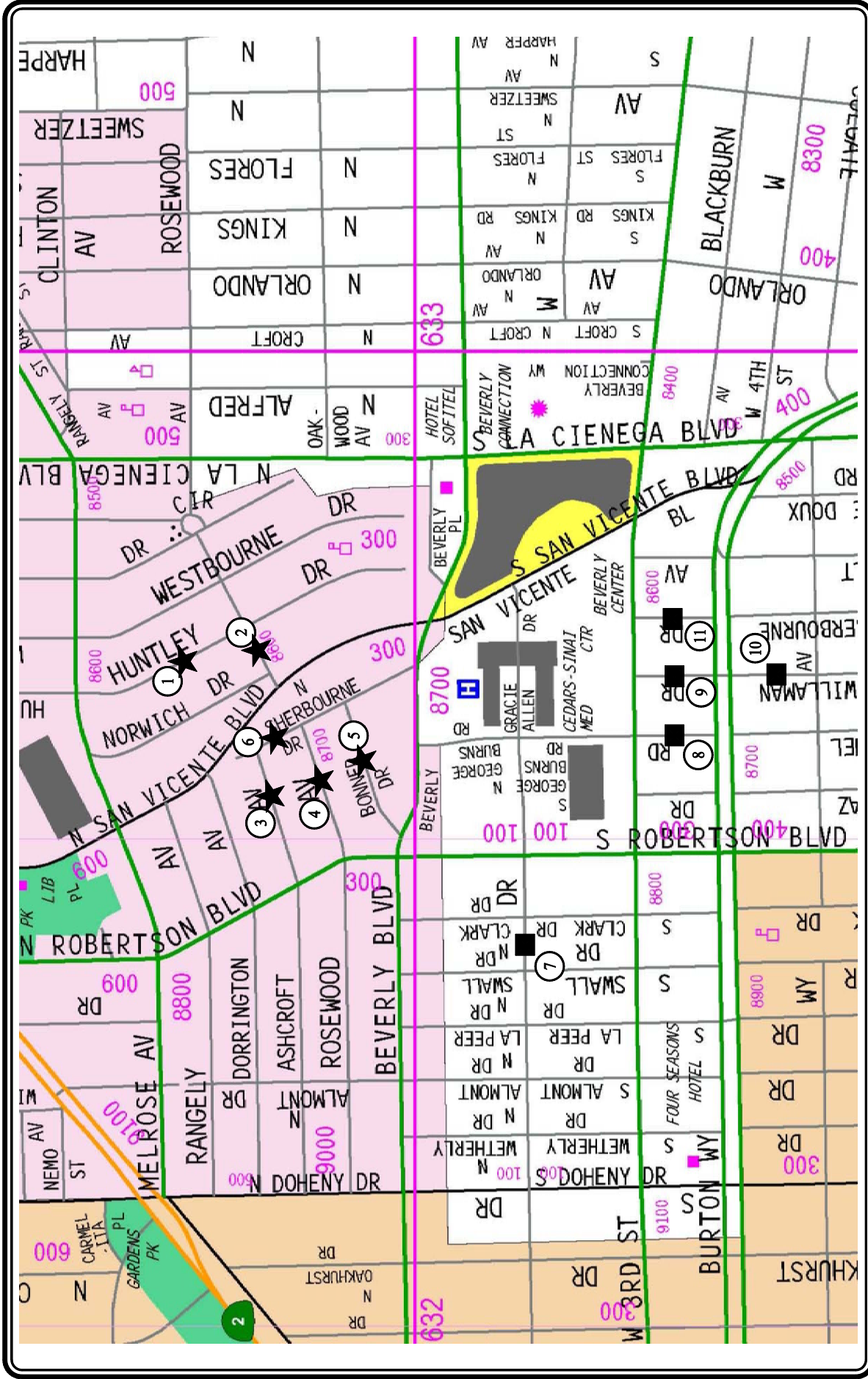
The existing ADT volumes at the study street segment locations are displayed in **Figure B**. The forecast future year 2023 pre-project ADT volumes at the study street segment locations are presented in **Figure C**. The forecast year future 2023 with project ADT volumes at the study street segment locations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



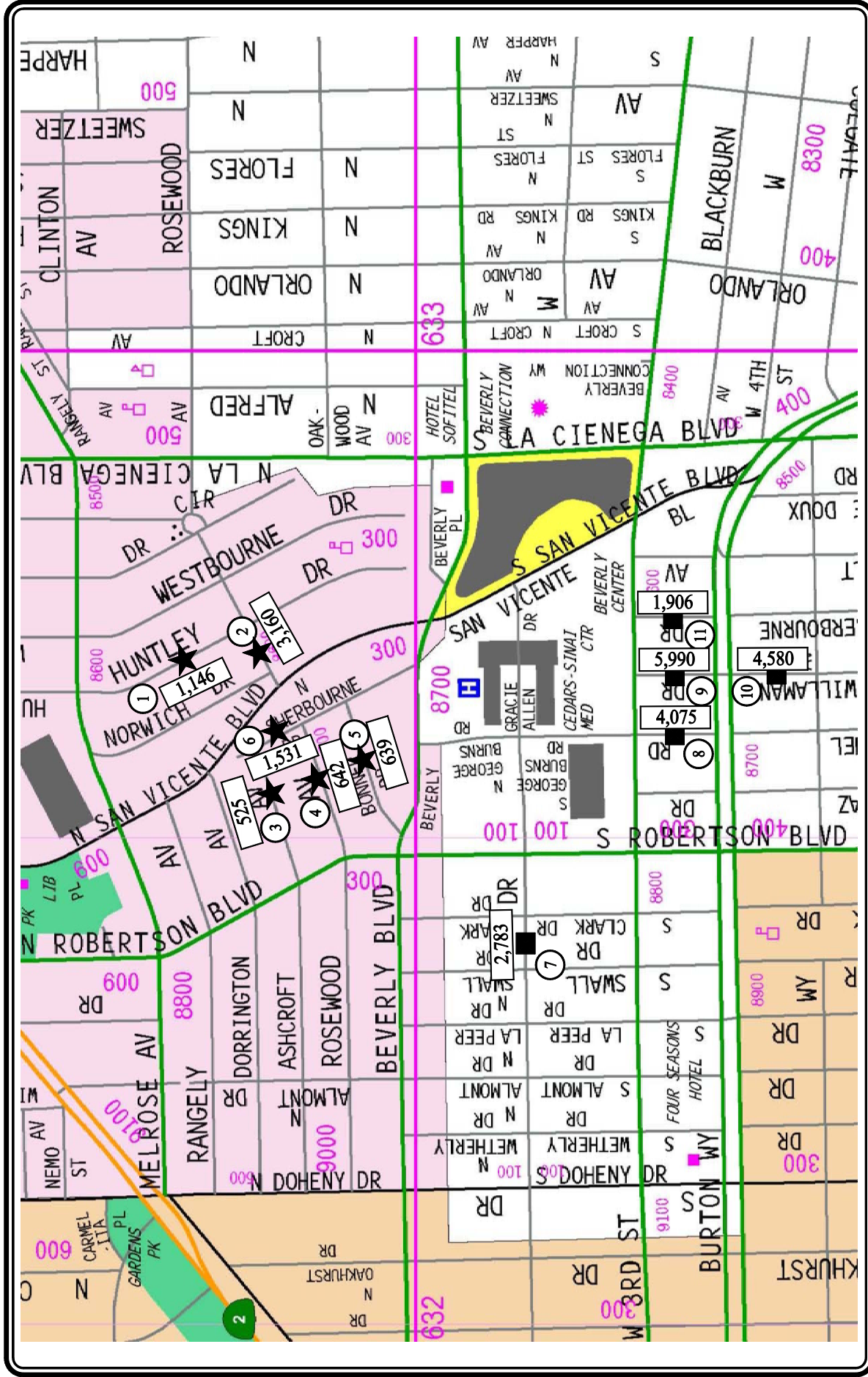
**FIGURE A**  
**ADT STREET SEGMENT LOCATIONS**

MAP SOURCE: THOMAS BROS. GUIDE  
 ★ GREENWICH PLACE TIS STUDY LOCATION  
 ■ NEW STUDY LOCATION

**NOT TO SCALE**

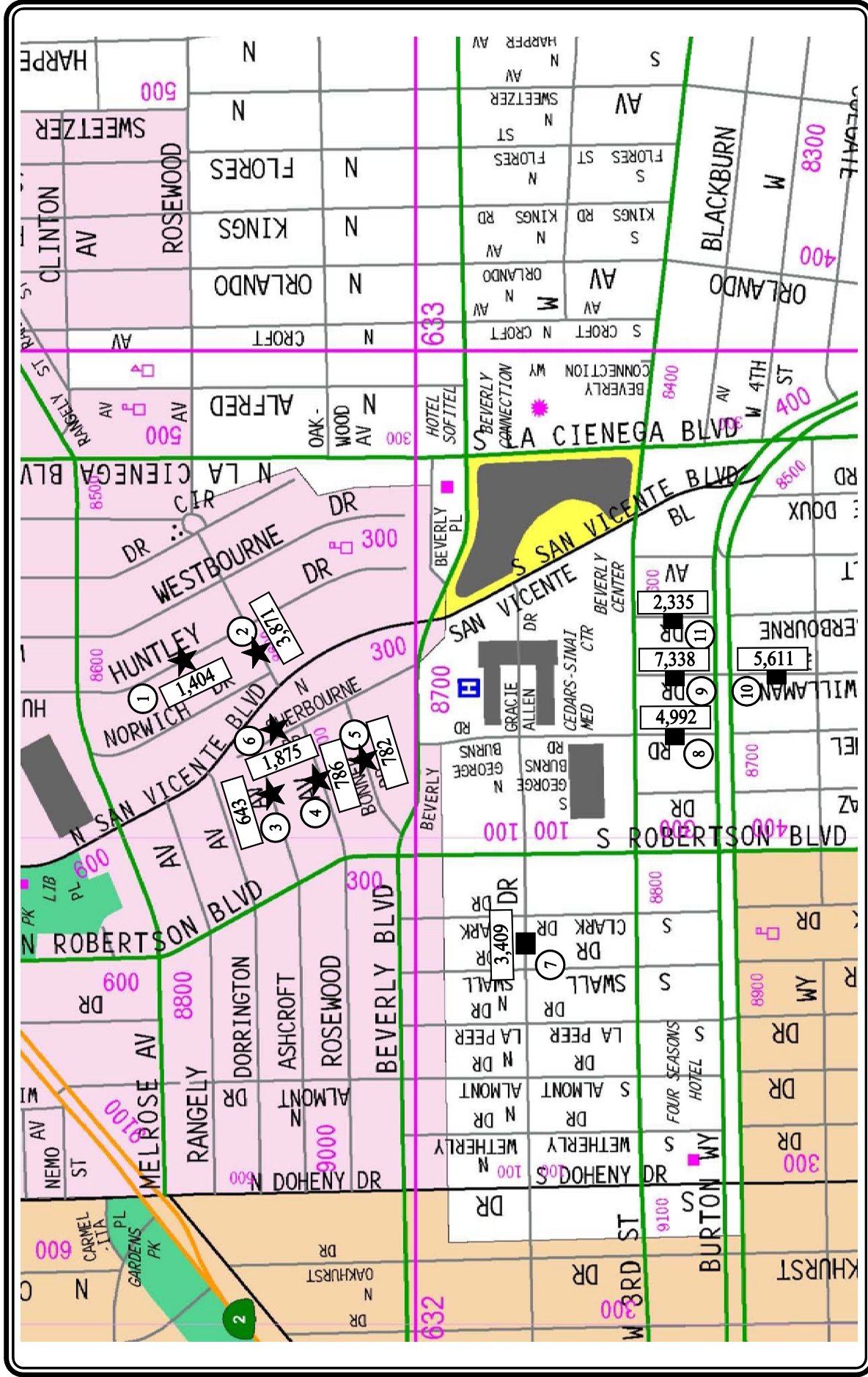
CEDARS-SINAI MEDICAL CENTER PROJECT





MAP SOURCE: THOMAS BROS. GUIDE  
★ GREENWICH PLACE TIS STUDY LOCATION  
■ NEW STUDY LOCATION  
NOT TO SCALE

**FIGURE B**  
**EXISTING WEEKDAY ADT VOLUMES**



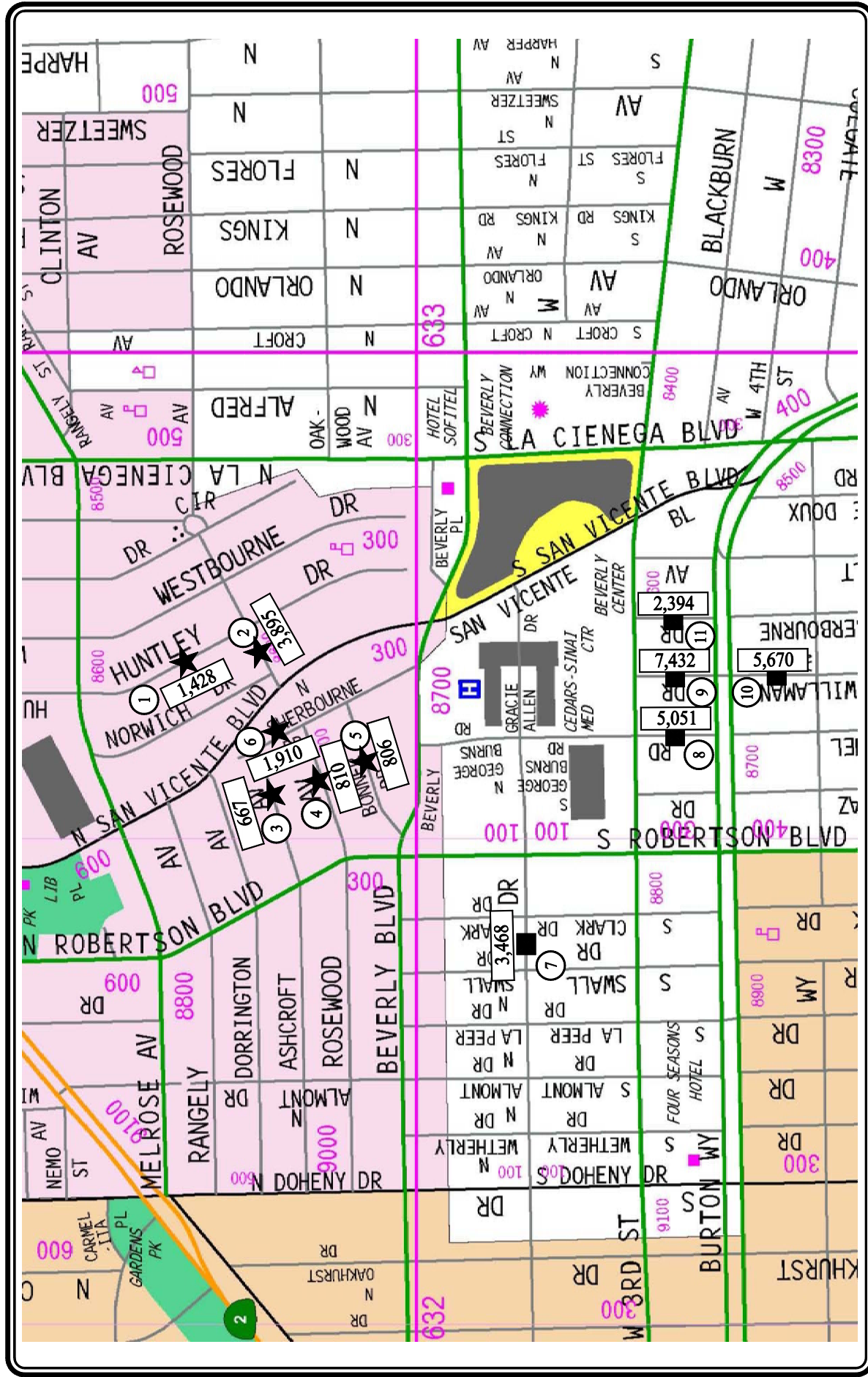
MAP SOURCE: THOMAS BROS. GUIDE  
★ GREENWICH PLACE TIS STUDY LOCATION  
■ NEW STUDY LOCATION  
NOT TO SCALE




**FIGURE C**  
**YEAR 2023 FUTURE PRE-PROJECT WEEKDAY**  
**ADT VOLUMES**

CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers






 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**



**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		[5] Year 2023 W/Project ADT Volume ([2]+[4])	[6] Percent ADT Growth ([4]/[5])	[7] Segment Impact
			[3] Total Project Dist.	[4] Daily Project Trip Ends			
1 Huntley Drive south of Melrose Avenue [8]	1,146	1,404	2.0% In/Out	24	1,428	1.7%	NO
2 Rosewood Avenue east of Norwich Drive [8]	3,160	3,871	2.0% In/Out	24	3,895	0.6%	NO
3 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 conditions. 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)

0 to 999

1,000 or more

2,000 or more

3,000 or more

Project-Related

Increase in ADT

16% or more of final ADT\*\*

12% or more of final ADT

10% or more of final ADT

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

<b>Trip Credits</b>		
Transportation Demand Management	yes	<u>no</u>
Existing Active Land Use	<u>yes</u>	no
Previous Land Use	yes	<u>no</u>
Internal Trip	yes	<u>no</u>
Pass-by Trip	yes	<u>no</u>

**This analysis must follow the latest LADOT traffic study guidelines.**

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

**Approved by:**

Consultant's Representative Date

LADOT's Representative Date

**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:

<b>Project Name</b>	<u>Cedars-Sinai Medical Center Project</u>
<b>Project Address</b>	<u>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</u>
<b>Project Description</b>	<u>Please refer to the attached project description.</u>

**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.**

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

**Approved by:**

<u>Consultant's Representative</u>	<u>Date</u>	<u>LADOT's Representative</u>	<u>Date</u>
------------------------------------	-------------	-------------------------------	-------------

## 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<sup>3</sup> (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.

---

<sup>3</sup> Except where noted otherwise, all floor area is as defined by Section 12.21 of the Los Angeles Municipal Code.

## Proposed Project Description<sup>4</sup>

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)<sup>5</sup>. 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*.

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<sup>4</sup> Source: Planning Associates, Inc.

<sup>5</sup> 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
<b>TOTAL</b>		<b>1,181</b>	<b>79</b>	<b>34</b>	<b>113</b>	<b>47</b>	<b>83</b>	<b>130</b>

[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	EAJ 1995-0059	1461 S La Cienega Bl	Fast Food Restaurant W/ Drive-Thru	1,600 SF	Proposed
LA24	EAJ 1995-0063	1742 S La Cienega Bl	Fast Food Restaurant W/ Drive-Thru	3,160 SF	Proposed
LA25	EAJ 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	EAJ 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
<b>CITY OF BEVERLY HILLS [2]</b>					
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	Gagosian 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
<b>CITY OF WEST HOLLYWOOD [3]</b>					
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]**

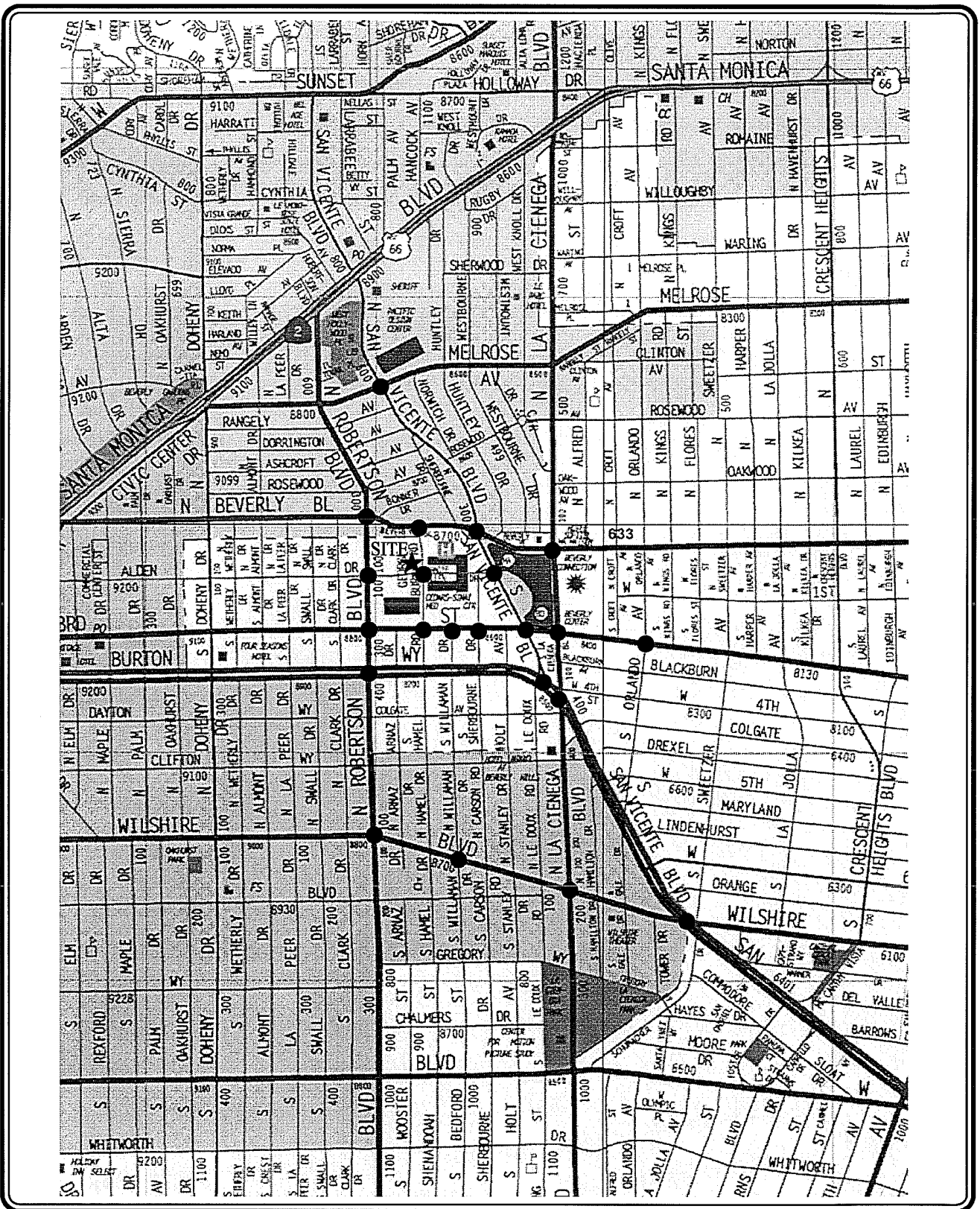
07-Feb-2008

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

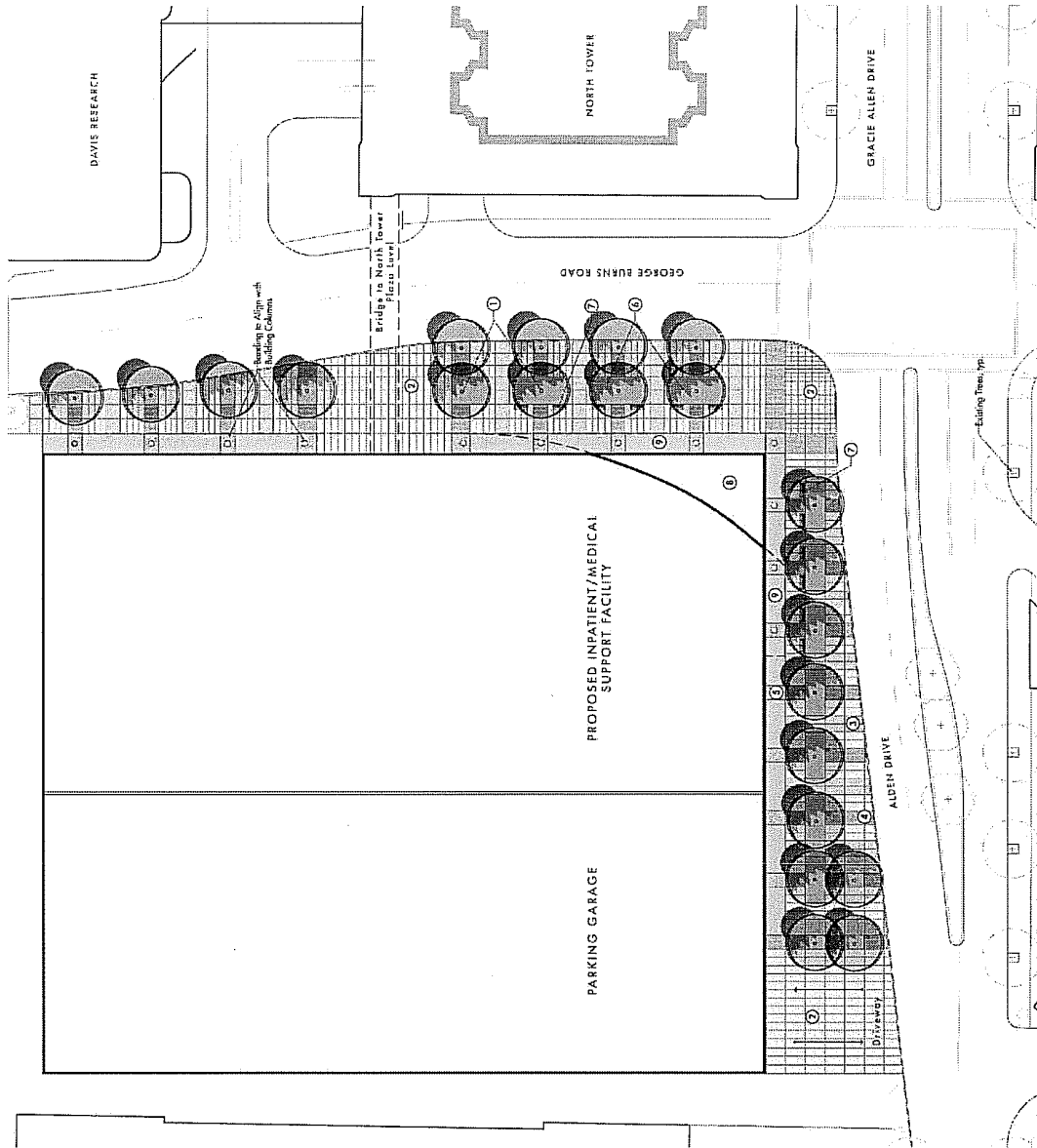
● STUDY INTERSECTION

## FIGURE 1-1 VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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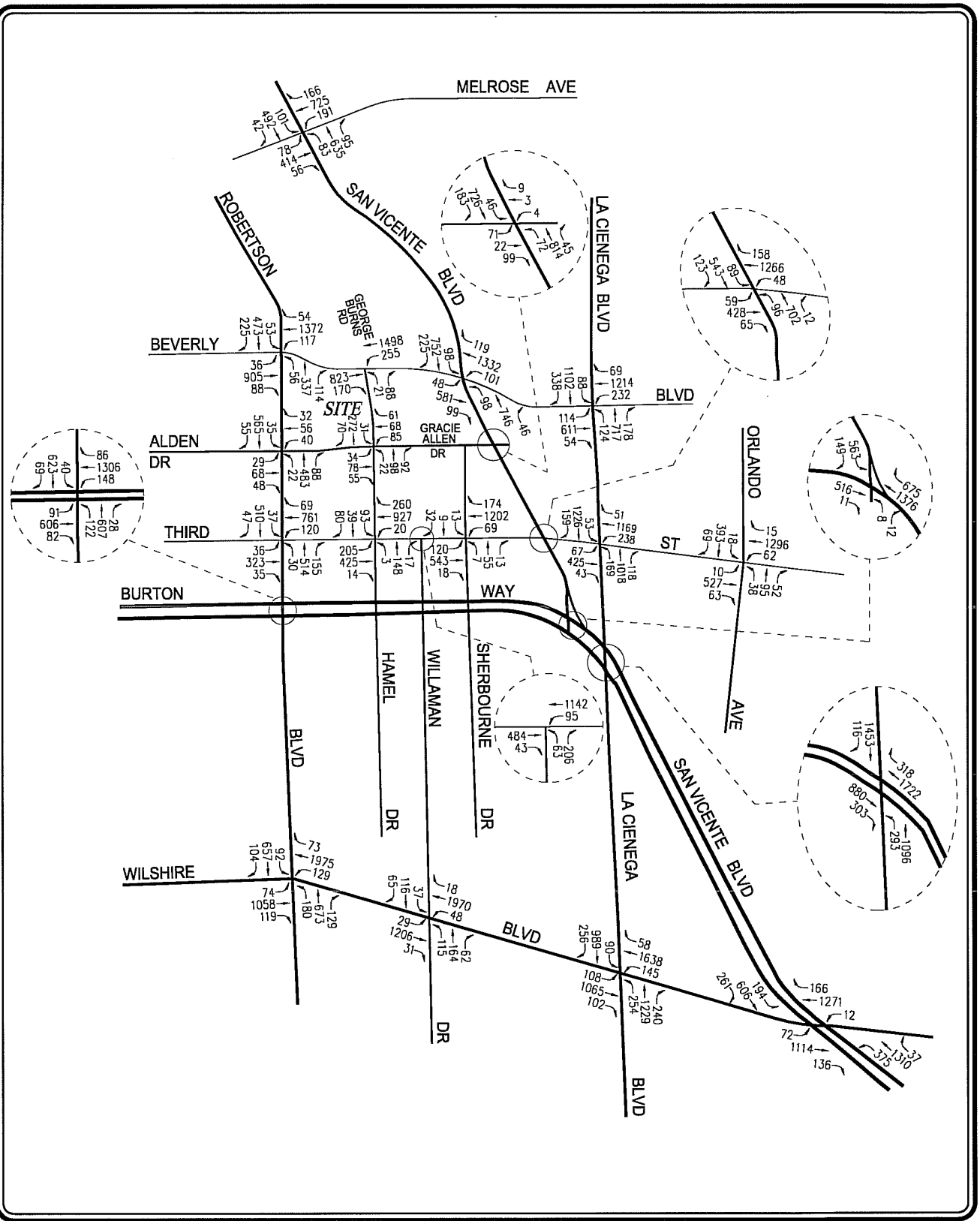
SOURCE: HOK

## FIGURE 2-1 PROPOSED PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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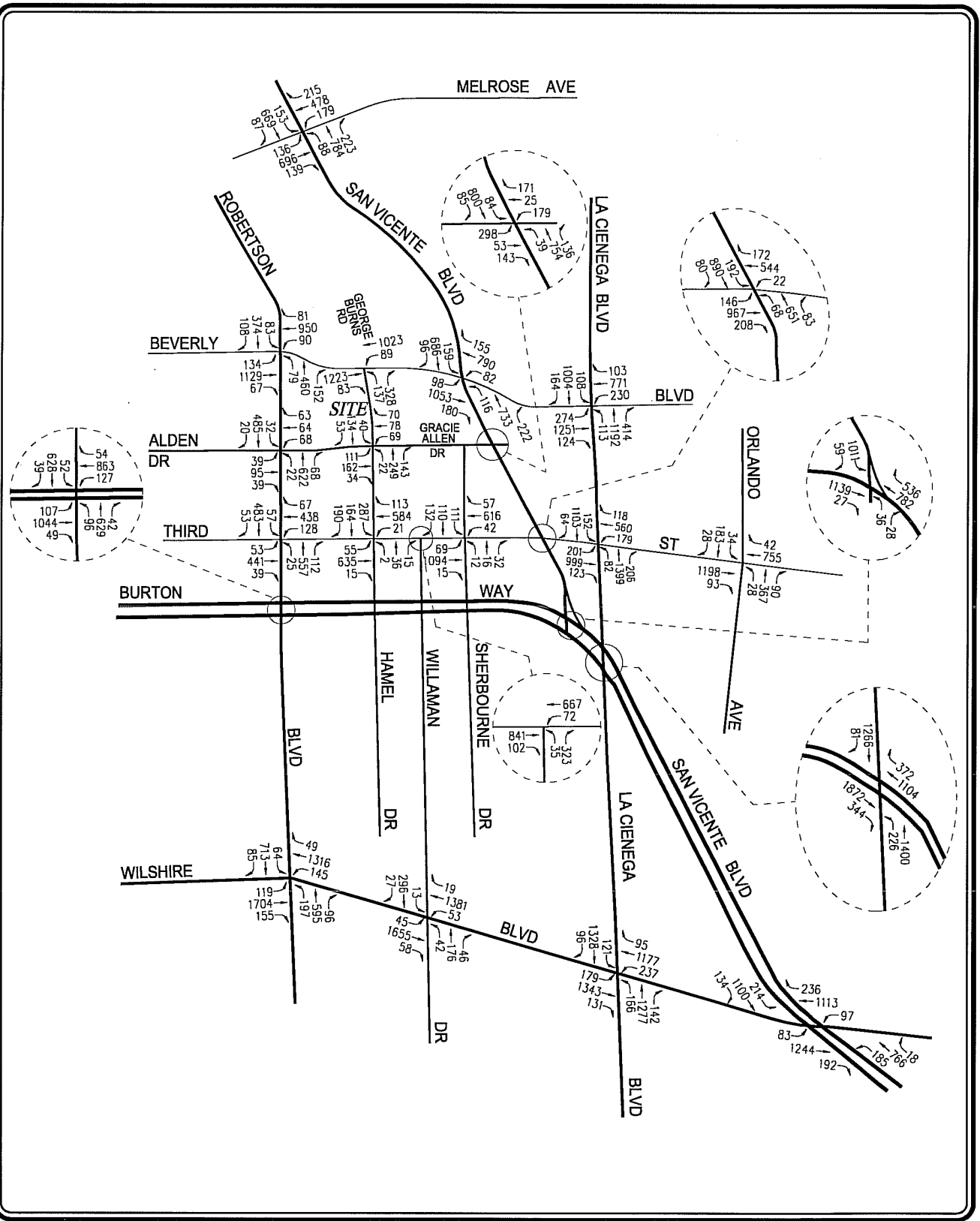


**FIGURE 5-1**  
**EXISTING TRAFFIC VOLUMES**  
**AM PEAK HOUR**

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

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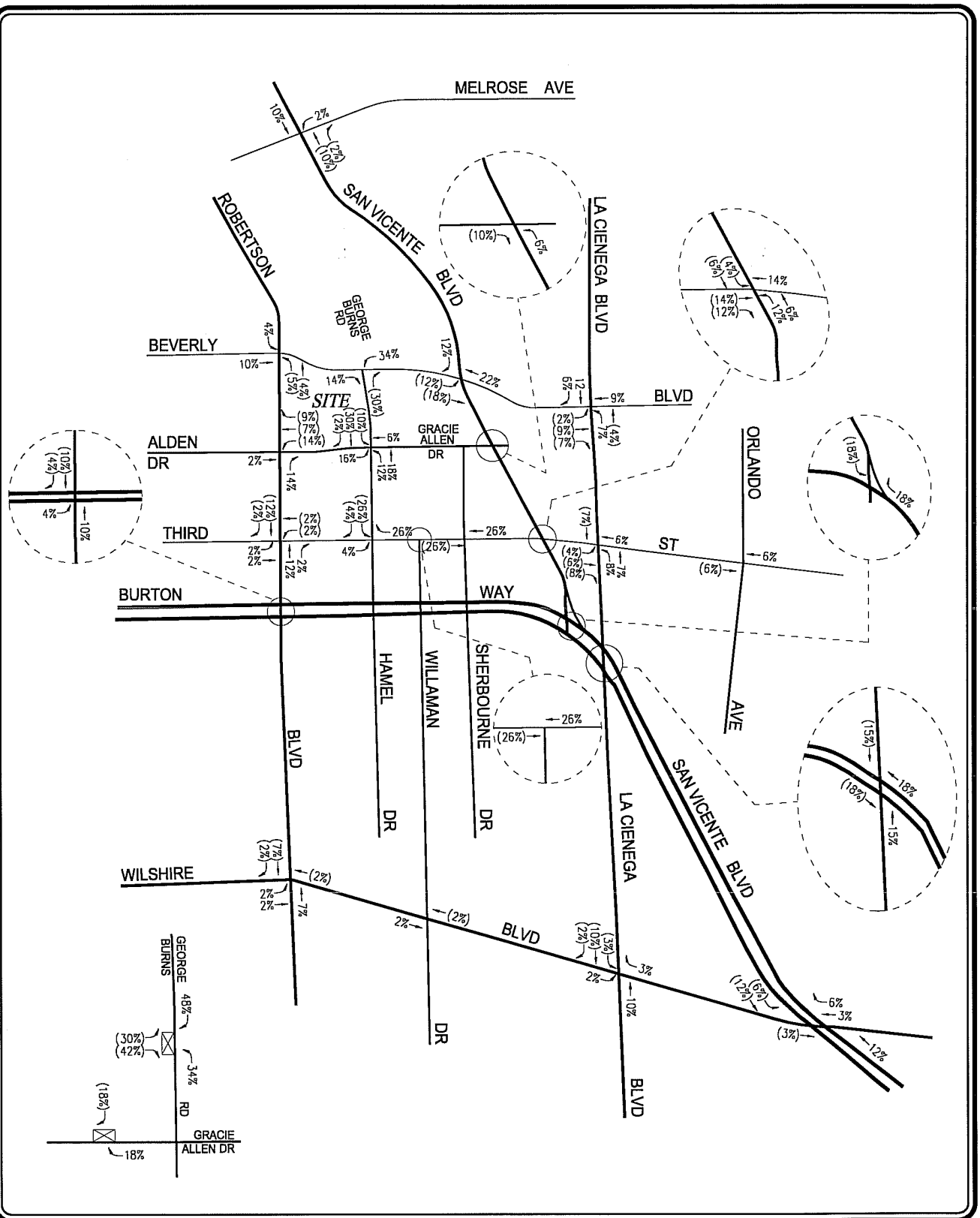
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**FIGURE 5-2**  
**EXISTING TRAFFIC VOLUMES**  
**PM PEAK HOUR**

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

FIGURE 7-1

# LOCATION OF RELATED PROJECTS

CEDARS-SINAI MEDICAL CENTER PROJECT

MAP SOURCE: THOMAS BROS. GUIDE

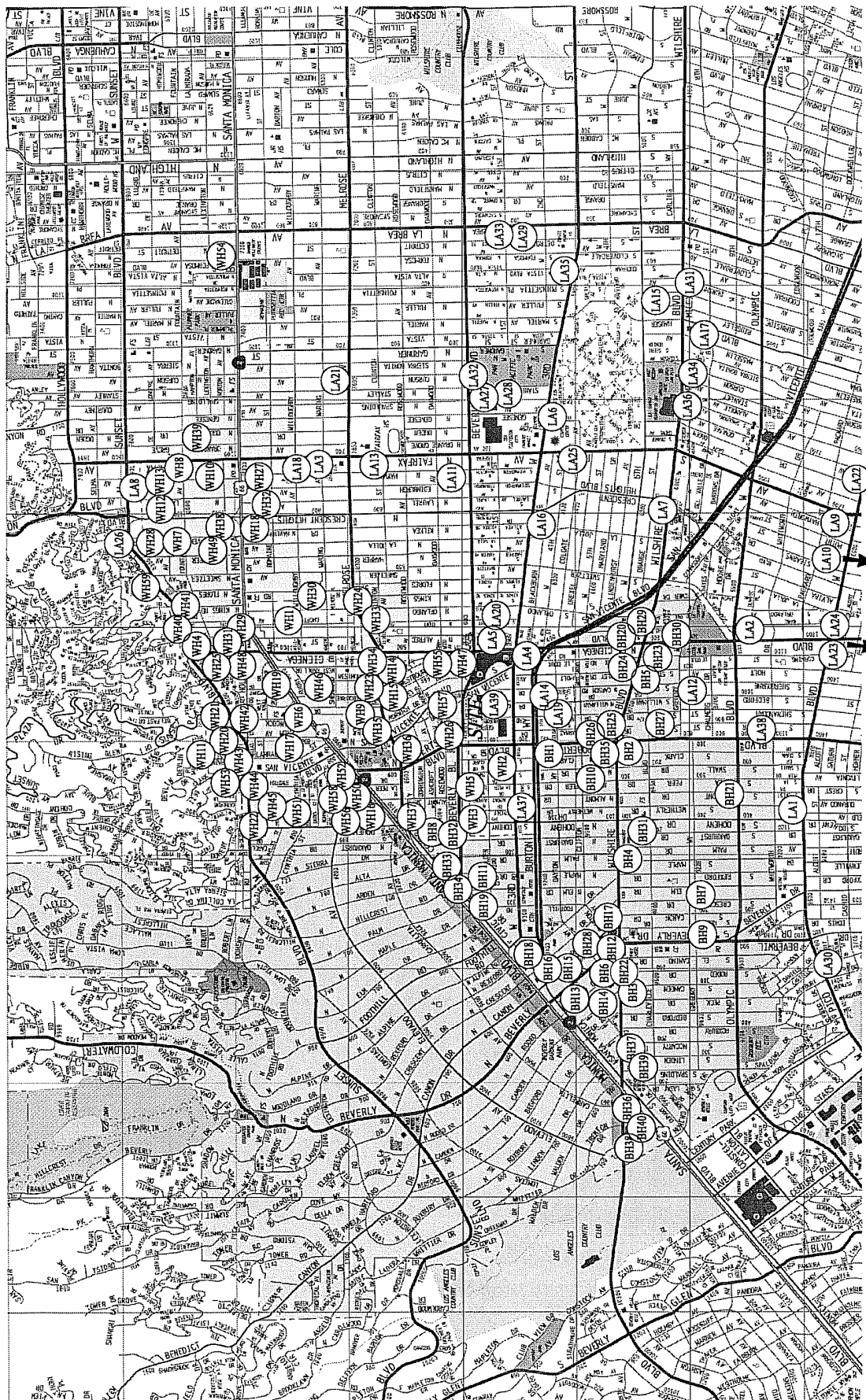
LA CITY OF LOS ANGELES

BH CITY OF BEVERLY HILLS

WH CITY OF WEST HOLLYWOOD

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers




**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, 3<sup>rd</sup> 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, 7<sup>th</sup> Edition* by the Institute of Transportation Engineers for medical facilities, the existing CSMC

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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 3<sup>rd</sup> 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.

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## 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<sup>1</sup>

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
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.

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<sup>1</sup>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

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase In V/C</u>
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<sup>2</sup> based on an increase in the projected average daily traffic (ADT) volumes:

<u>Projected Average Daily Traffic with Project (Final ADT)</u>	<u>Project-Related Increase in ADT</u>
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.

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<sup>2</sup>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
<b>TOTAL</b>		<b>1,181</b>	<b>79</b>	<b>34</b>	<b>113</b>	<b>47</b>	<b>83</b>	<b>130</b>

[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

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

06-Mar-2009

LINSCOTT, LAW & GREENSPAN, engineers

LLG Ref. 1-99-2843-1  
Cedars-Sinai Medical Center Project



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

06-Mar-2008

General-2000																	
NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]		[5]						
			EXISTING V/C	LOS	YEAR 2023 W/ AMBIENT GROWTH V/C	LOS	YEAR 2023 W/ RELATED PROJECTS V/C	LOS	YEAR 2023 W/ PROPOSED PROJECT V/C	LOS	CHANGE SIGNIF. V/C	IMPACT	YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C	MITI- GATED	

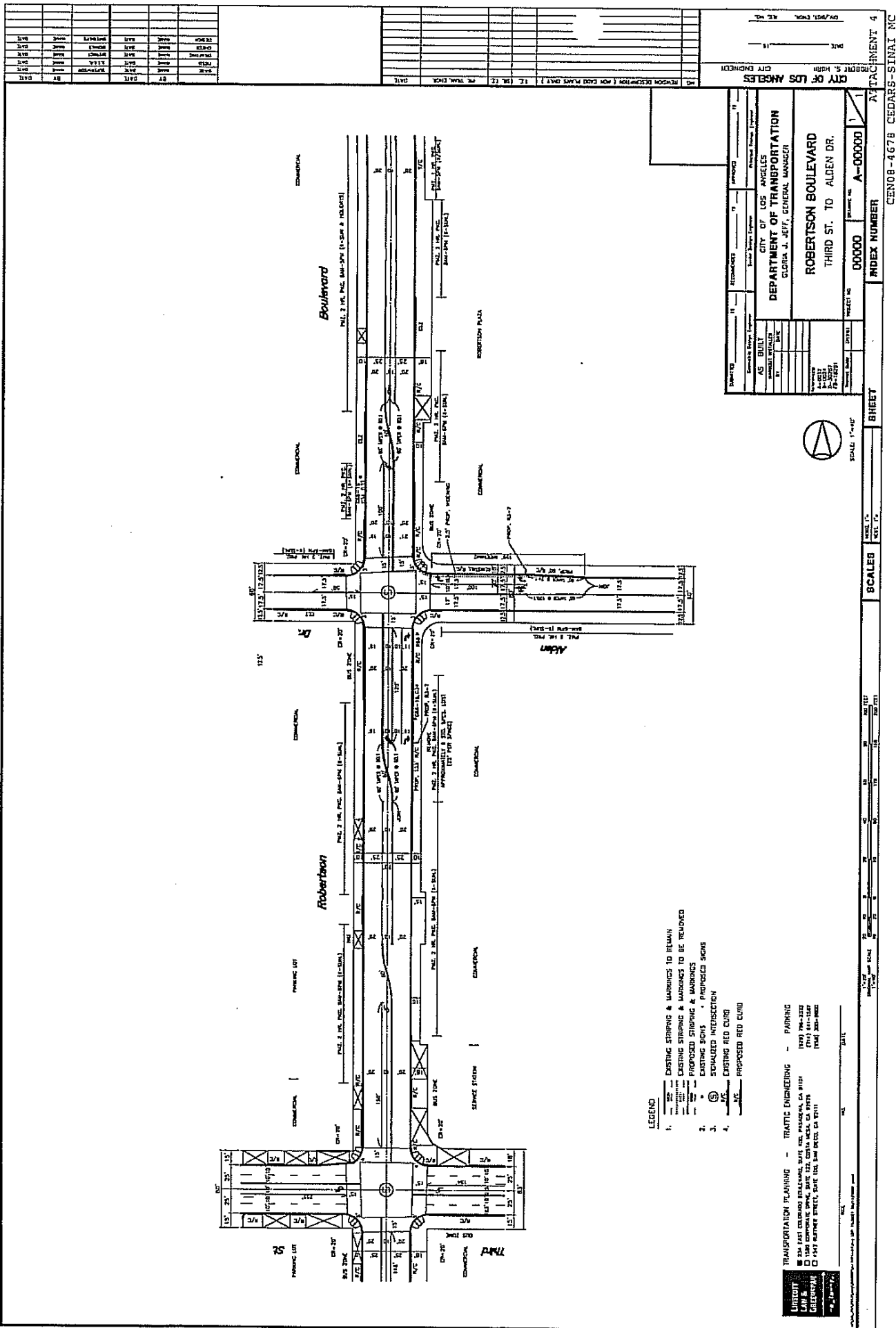
Table 8-2 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS

05-Mar-2008

NO.	INTERSECTION	PEAK HOUR	(1)		(2)		(3)		YEAR 2023 W/PROPOSED PROJECT		(4)		YEAR 2023 W/PROJECT MITIGATION		(5)	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	CHANGE V/C	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



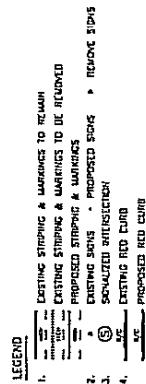
- LEGEND**
- 1. EXISTING STRIPING & MARKINGS TO REMAIN
  - 2. EXISTING STRIPING & MARKINGS TO BE REMOVED
  - 3. PROPOSED STRIPING & MARKINGS
  - 4. EXISTING SIGNS
  - 5. PROPOSED SIGNS
  - 6. SIGNALIZED INTERSECTION
  - 7. EXISTING RED CURB
  - 8. PROPOSED RED CURB




**TRANSPORTATION PLANNING - TRAFFIC ENGINEERING - PARKING**

1345 EAST COLORADO BOULEVARD, SUITE 200, PASADENA, CA 91106  
 (714) 796-2322  
 (714) 841-1345  
 FAX: 796-2022

**UNION**  
 1345 EAST COLORADO BOULEVARD, SUITE 200, PASADENA, CA 91106  
 (714) 796-2322  
 (714) 841-1345  
 FAX: 796-2022

CITY OF LOS ANGELES REPORT S. HIGH CITY ENGINEER		DATE	
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION CLORIA J. JEFF, GENERAL MANAGER		PROJECT NO. A-00000	
ROBERTSON BOULEVARD THIRD ST. TO ALDEN DR.		SHEET INDEX NUMBER	
APPROVED		APPROVED	



10-4000 Installation: 1 page(s) 74 10-4000 77		CITY OF LOS ANGELES <b>DEPARTMENT OF TRANSPORTATION</b> CLORIA J. JEFF, General Manager		GEORGE BURNS ROAD BEVERLY BLVD. TO ALDEN DR./GRADE ALLEN DR.	
INSTALLATION DATE PROJECT NAME PROJECT NO. 6372-J1 H.W.		ESTIMATED COST ESTIMATED DATE ESTIMATED TIME		INDEX NUMBER 1	
SCALE 1"=40' 		SCALE 1"=40' 		SCALE 1"=40' 	
PLAN REVISIONS BY:		PLAN REVISIONS BY:		PLAN REVISIONS BY:	
APPROVED DATE: 10/1/79 DATE: 10/1/79		APPROVED DATE: 10/1/79 DATE: 10/1/79		APPROVED DATE: 10/1/79 DATE: 10/1/79	
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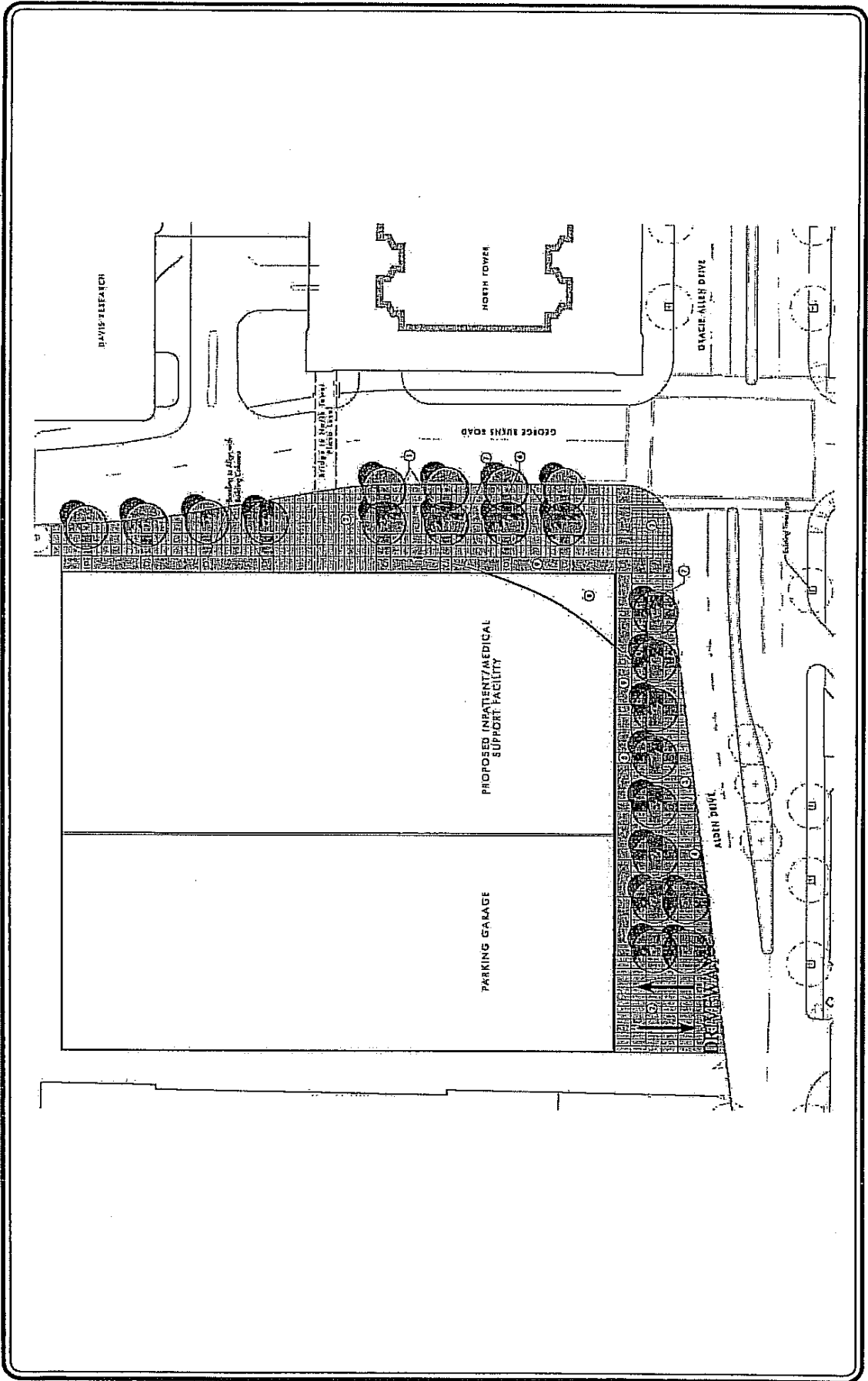


FIGURE 2-1-  
PROPOSED PROJECT SITE PLAN

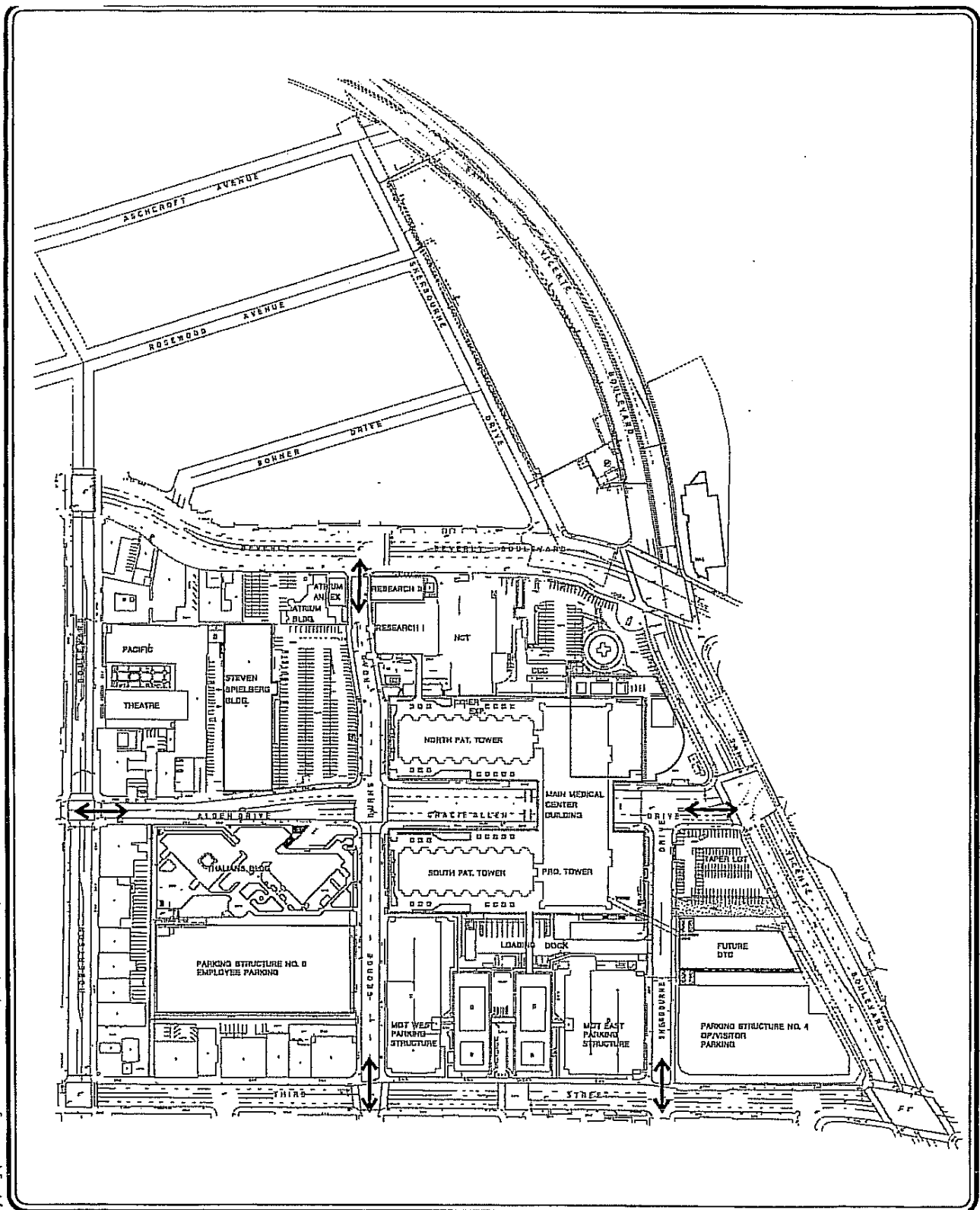
CEDARS-SINAI MEDICAL CENTER PROJECT

SOURCE: HOK

NOT TO SCALE

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NOT TO SCALE

FIGURE 3-1  
CSMC CAMPUS ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

CEDARS-SINAI MEDICAL CENTER PROJECT

## **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		

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.

**LINSCOTT  
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GREENSPAN**

**engineers**

**Engineers & Planners**

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Las Vegas

### 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 $v/c$
$\geq 0.901$	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 in 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]		[2]		[3]		[4]		[5]	
			EXISTING V/C	LOS	W/ AMBIENT GROWTH V/C	LOS	W/ RELATED PROJECTS V/C	LOS	YEAR 2023 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	MITI- GATED V/C [(5)-(3)]
1	Robertson Boulevard/ Beverly Boulevard	AM Mid-day PM	0.914 0.696 0.740	E B C	1.031 0.781 0.832	F C D	1.316 1.181 1.232	F F F	1.320 1.188 1.239	F F F	0.004 0.007 0.007	---
6	George Burns Road/ Beverly Boulevard	AM Mid-day PM	0.523 0.495 0.656	A A B	0.582 0.550 0.735	A A C	0.695 0.550 0.929	B A E	0.715 0.550 0.951	C A E	0.020 0.000 0.022	---
12	San Vicente Boulevard/ Melrose Avenue	AM Mid-day PM	0.814 0.520 0.772	D A C	0.937 0.578 0.888	E A D	1.120 0.923 1.233	F E F	1.121 0.925 1.235	F E F	0.001 0.002 0.002	---
13	San Vicente Boulevard/ Beverly Boulevard	AM Mid-day PM	0.723 0.630 0.746	C B C	0.811 0.705 0.838	D C D	1.050 0.964 1.100	F E F	1.057 0.972 1.109	F E F	0.007 0.008 0.009	---
23	Doheny Drive/ Beverly Boulevard	AM Mid-day PM	0.781 0.771 0.830	C C D	0.878 0.868 0.935	D D E	0.938 0.981 1.048	E E F	0.939 0.984 1.051	E E F	0.001 0.003 0.003	---
24	Robertson Boulevard/ Melrose Avenue	AM Mid-day PM	0.721 0.672 0.777	C B C	0.809 0.753 0.874	D C D	1.125 1.175 1.295	F F F	1.127 1.177 1.297	F F F	0.002 0.002 0.002	---

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

Final V/c > 0.900      LOS E, F      Project Related Increase in V/c 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.

# FIGURE A PROJECT SITE PLAN

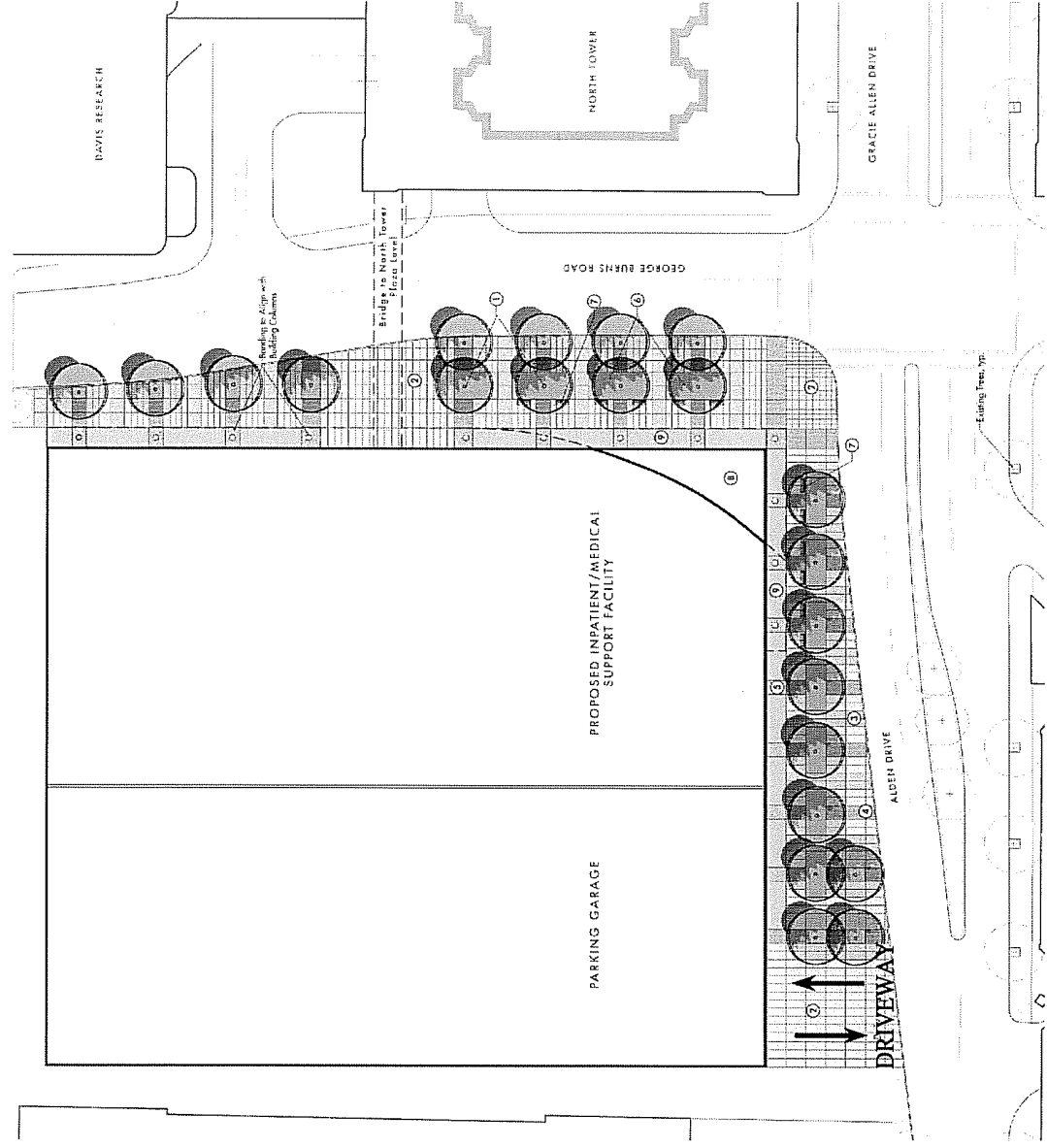
CEDARS-SINAI MEDICAL CENTER PROJECT

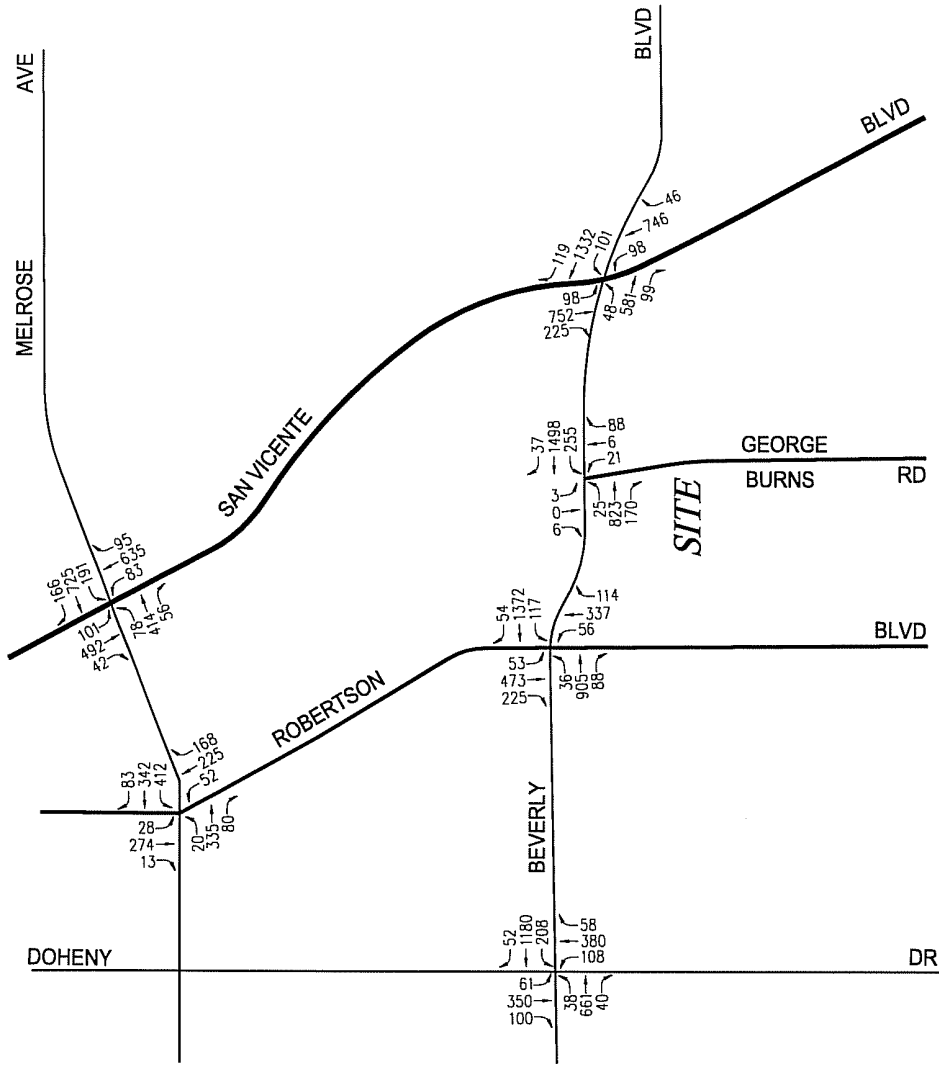
SOURCE: HOK



NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers



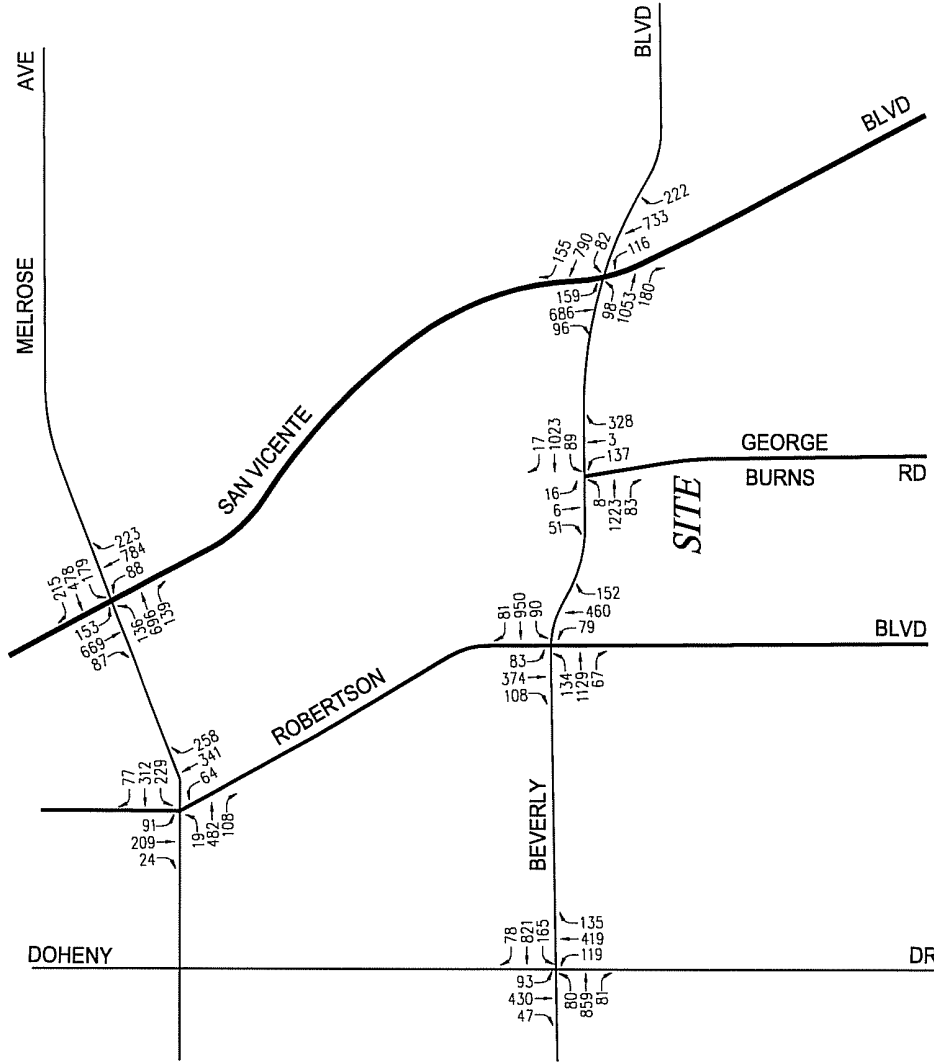


**FIGURE A-1**  
**EXISTING TRAFFIC VOLUMES**  
 AM PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT

MAP SOURCE: THOMAS BROS. GUIDE

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**FIGURE A-2**  
**EXISTING TRAFFIC VOLUMES**  
 PM PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT

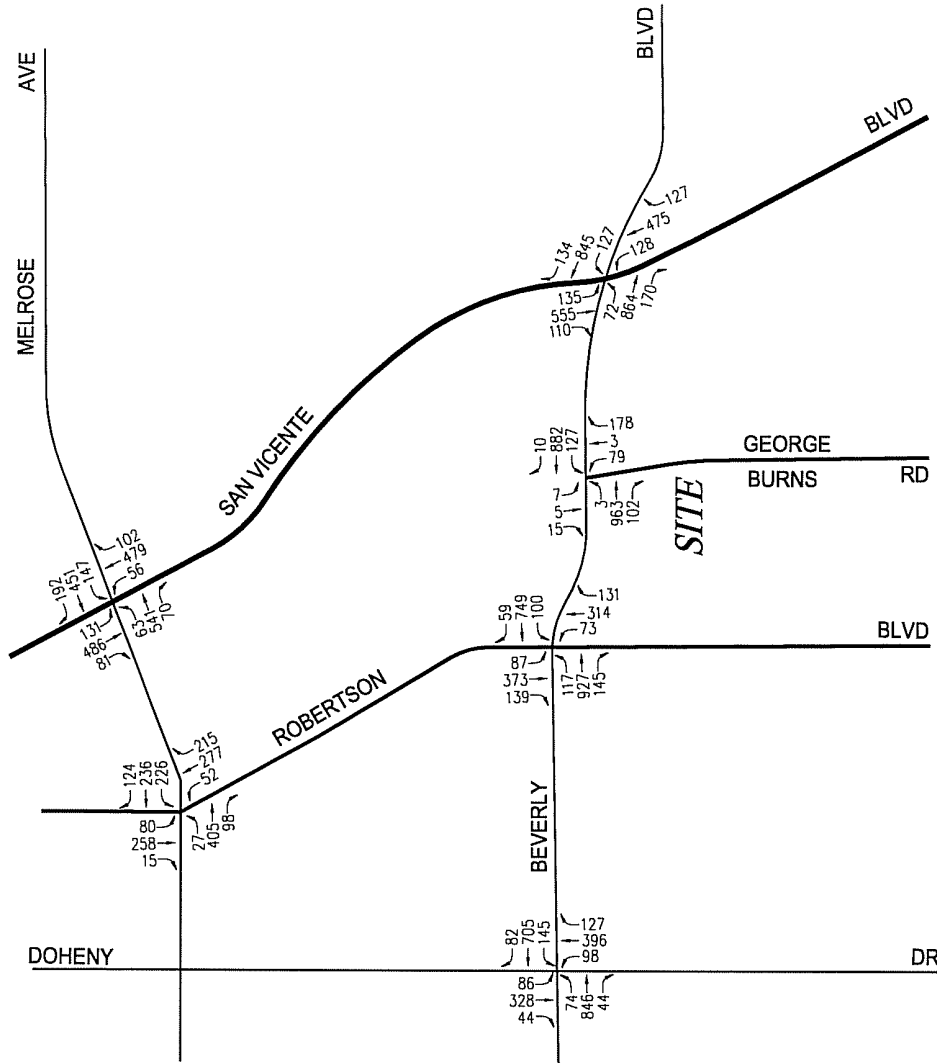
MAP SOURCE: THOMAS BROS. GUIDE



NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers





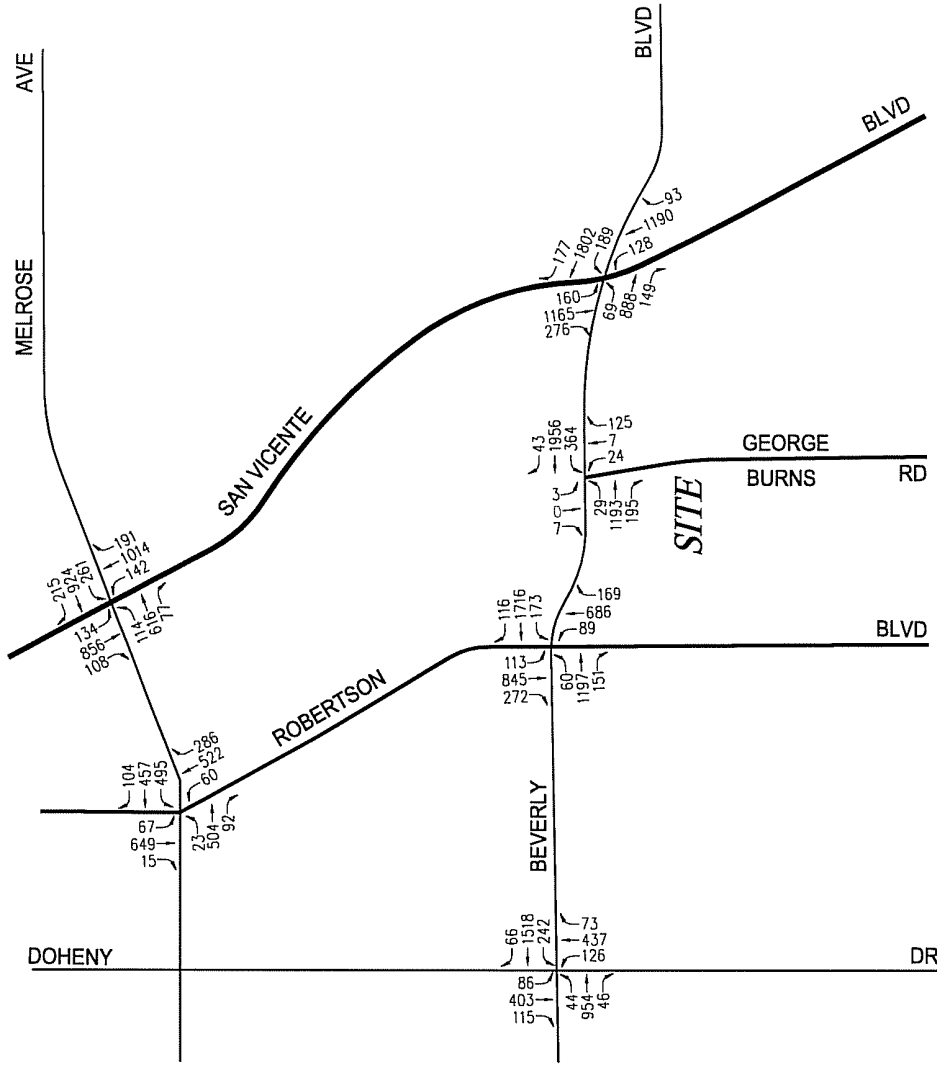
**FIGURE A-3**  
**EXISTING TRAFFIC VOLUMES**  
 MID-DAY PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT

MAP SOURCE: THOMAS BROS. GUIDE



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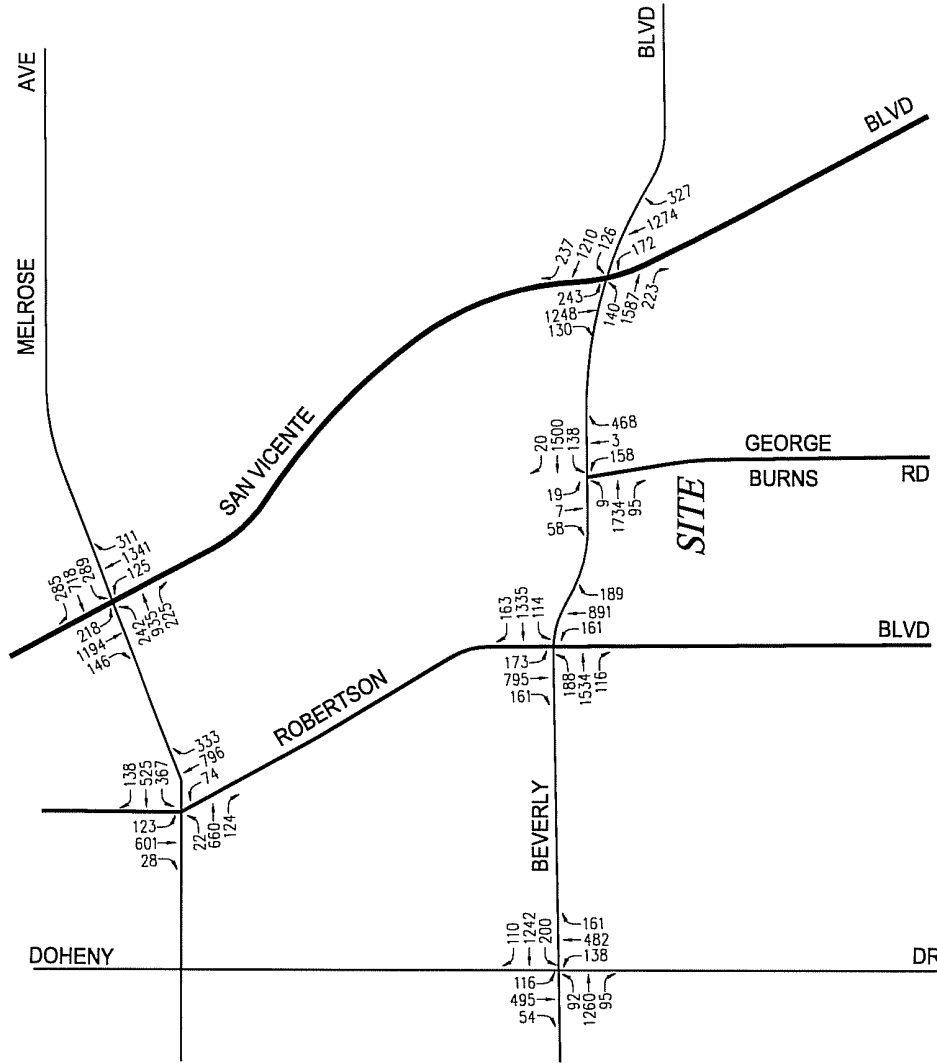


NOT TO SCALE

**FIGURE B-1**  
**FUTURE PRE-PROJECT TRAFFIC VOLUMES**

AM PEAK HOUR  
CEDARS-SINAI MEDICAL CENTER PROJECT

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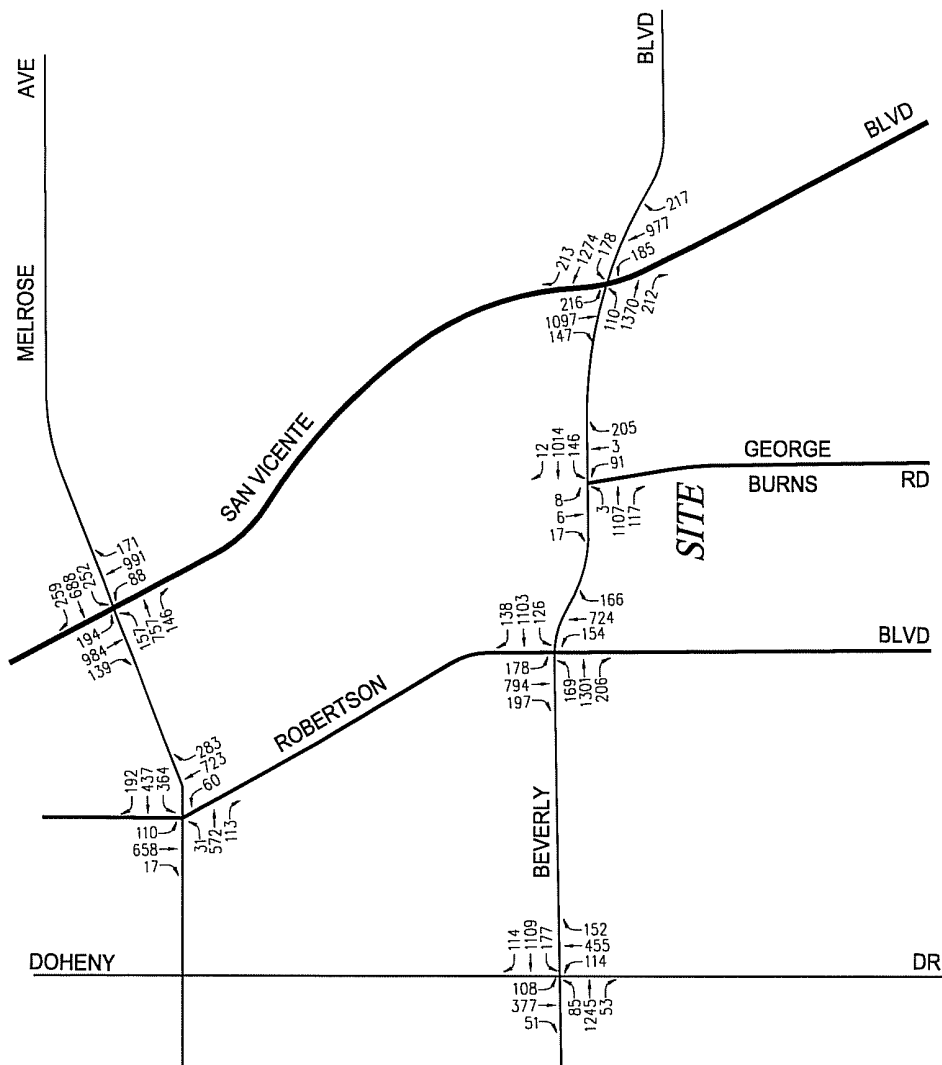
NOT TO SCALE

## FIGURE B-2 FUTURE PRE-PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

CEDARS-SINAI MEDICAL CENTER PROJECT

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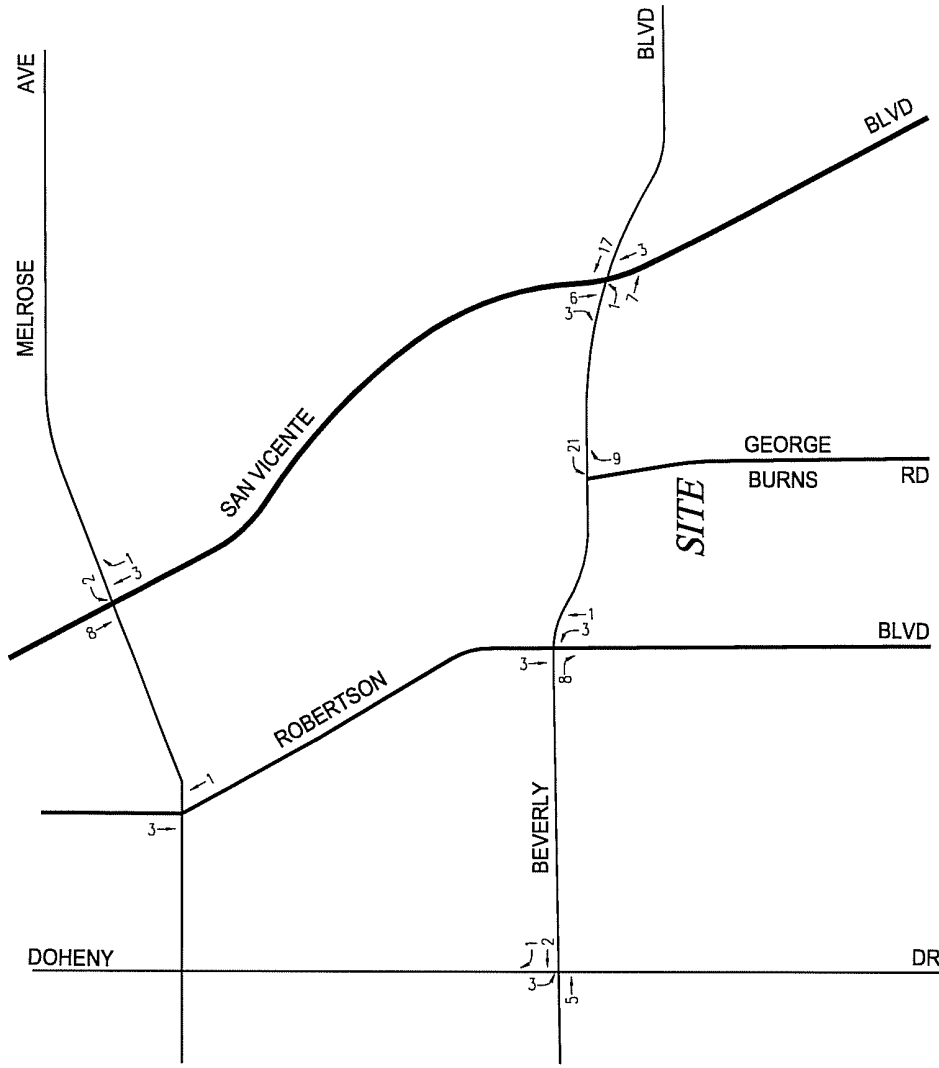


NOT TO SCALE

# FIGURE B-3 FUTURE PRE-PROJECT TRAFFIC VOLUMES

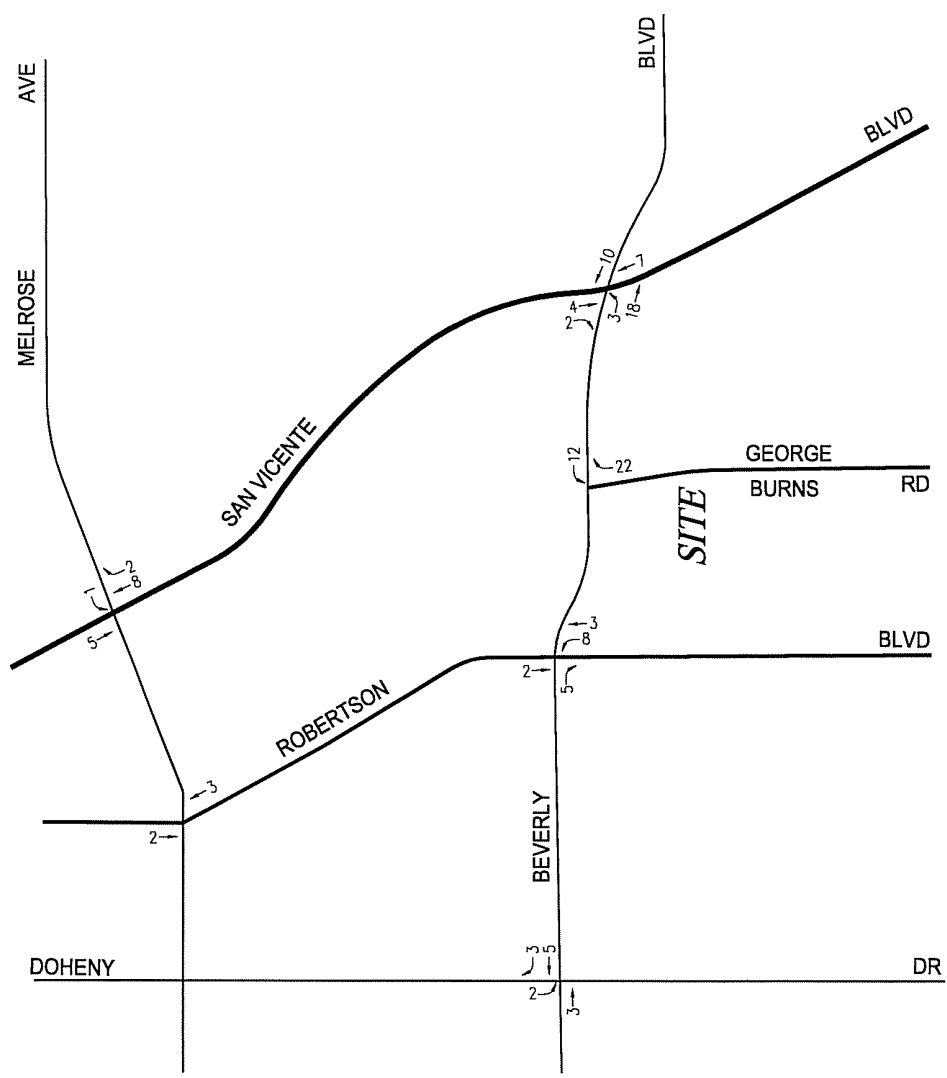
MID-DAY PEAK HOUR  
CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

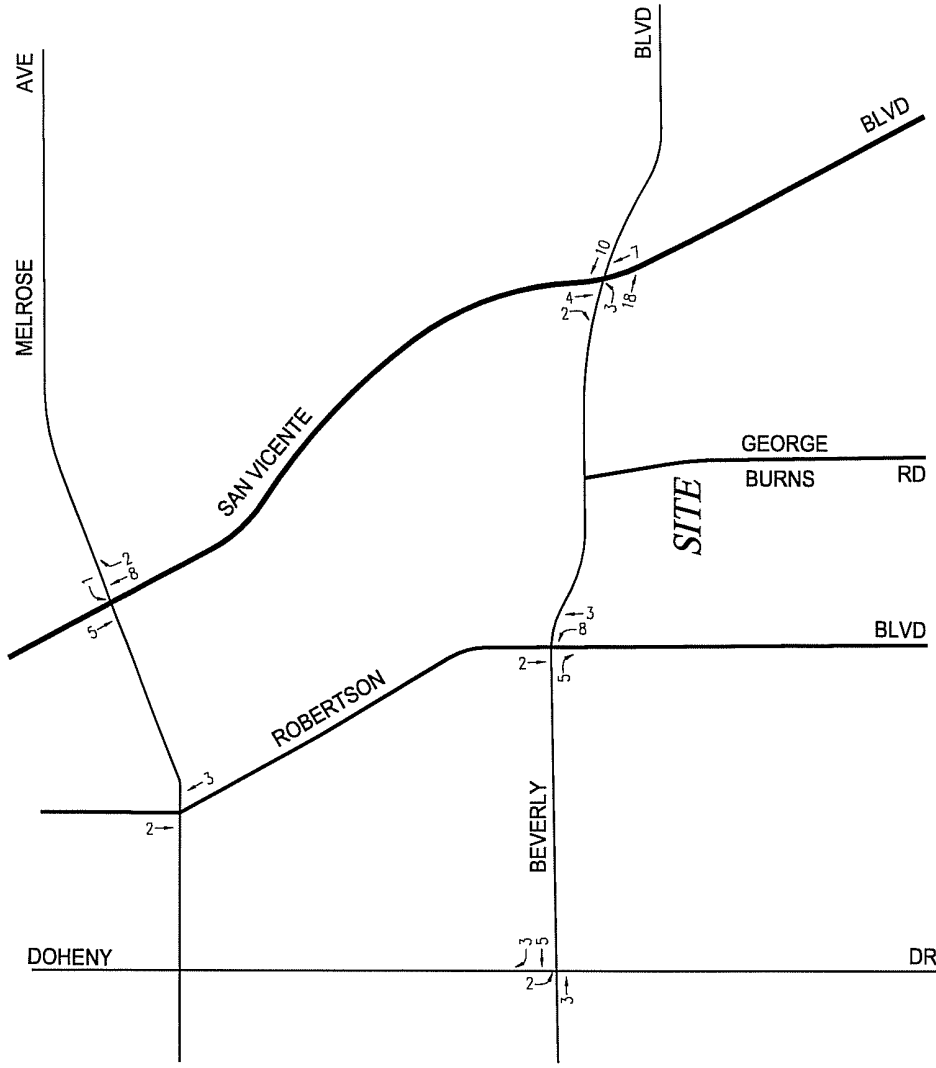


**FIGURE C-1**  
**PROJECT TRAFFIC VOLUMES**  
 AM PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT

NOT TO SCALE  
 LINSKOTT, LAW & GREENSPAN, engineers



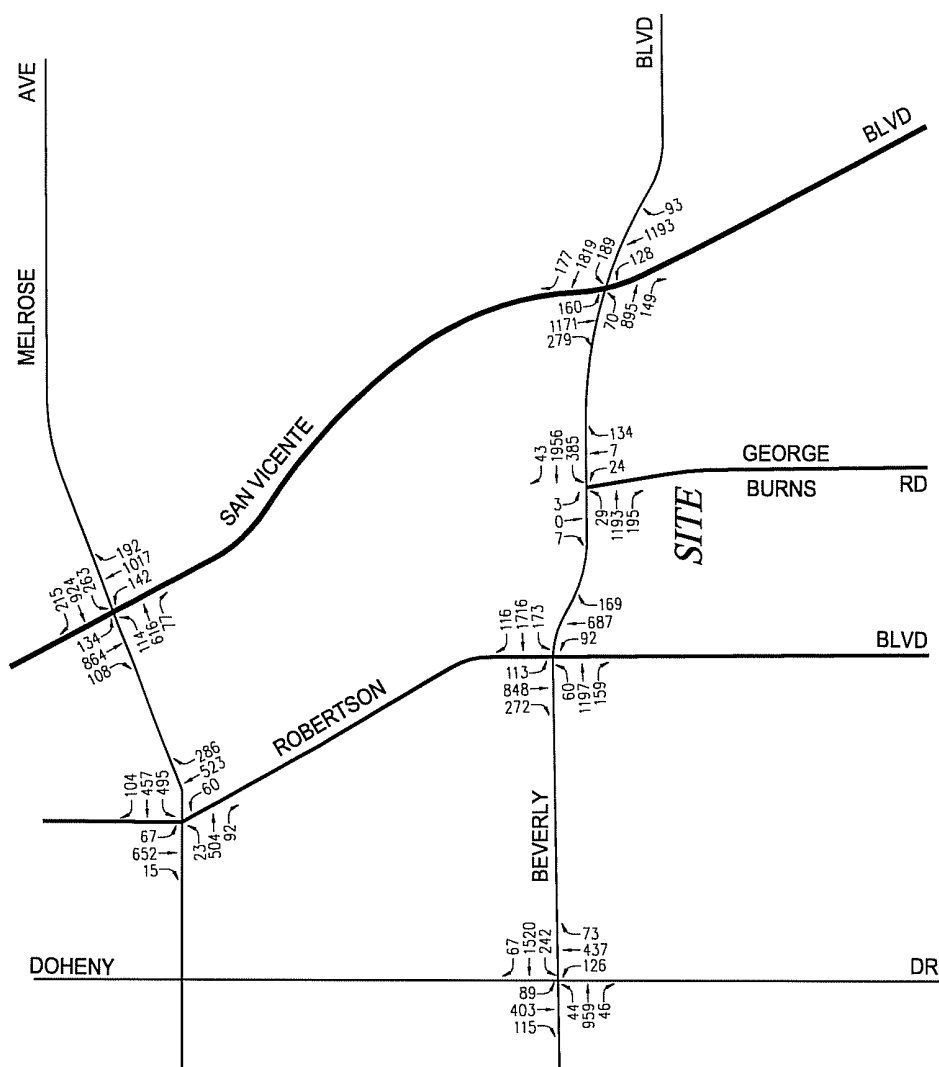
**FIGURE C-2**  
**PROJECT TRAFFIC VOLUMES**  
 PM PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT



NOT TO SCALE

**FIGURE C-3**  
**PROJECT TRAFFIC VOLUMES**  
 MID-DAY PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



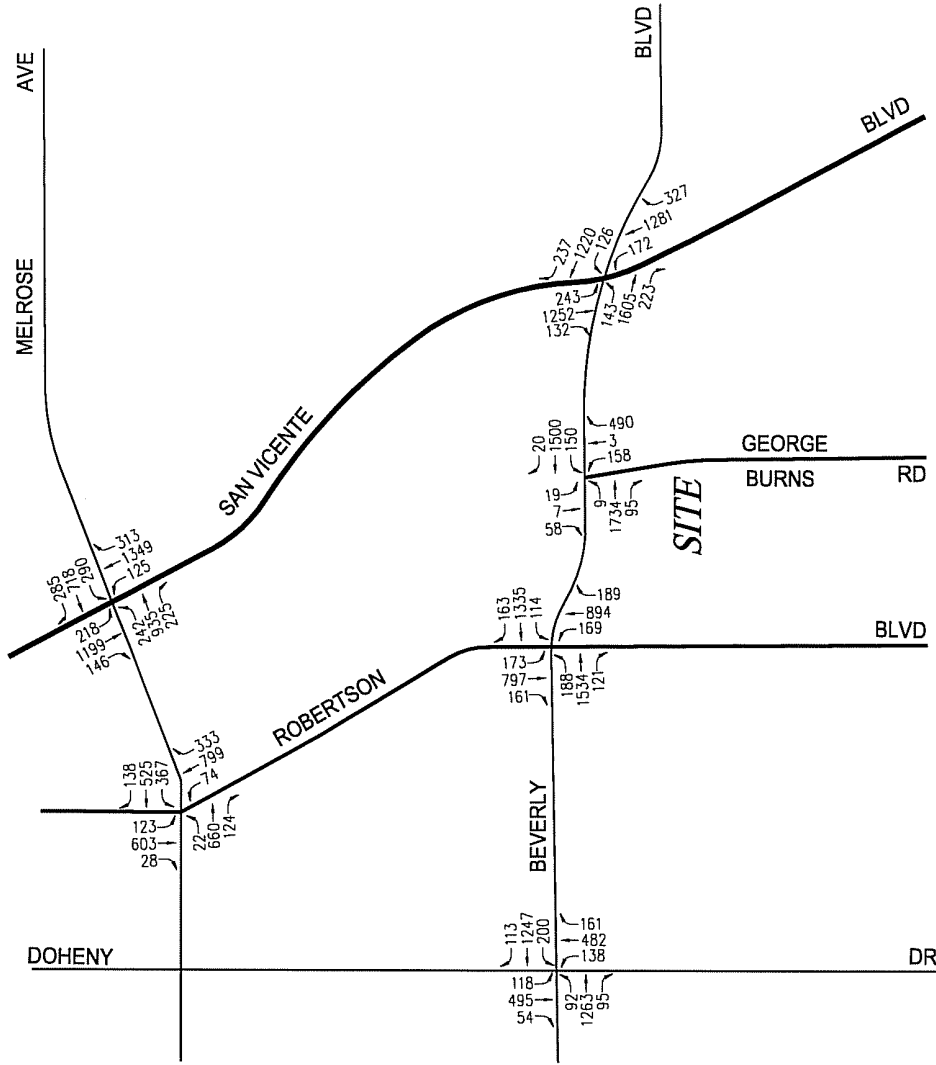
NOT TO SCALE

**FIGURE D-1**  
**FUTURE WITH PROJECT TRAFFIC VOLUMES**

AM PEAK HOUR  
CEDARS-SINAI MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

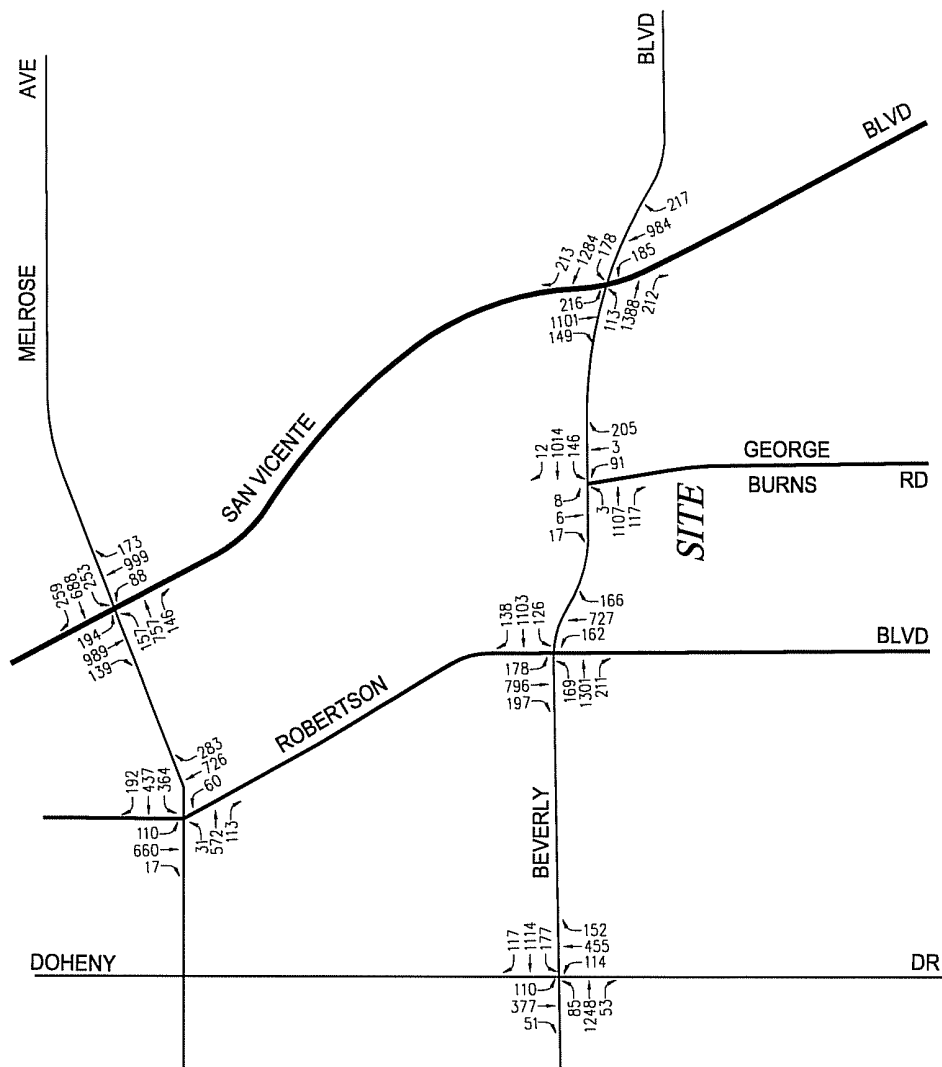




**FIGURE D-2**  
**FUTURE WITH PROJECT TRAFFIC VOLUMES**  
 PM PEAK HOUR  
 CEDARS-SINAI MEDICAL CENTER PROJECT

NOT TO SCALE

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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.

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

CRITICAL MOVEMENT ANALYSIS

Robertson Boulevard @ Beverly Boulevard  
Peak Hour: AM  
Annual Growth: 1.0%  
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	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	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	0	92	1	92	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	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	0	687	1	687	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	114	1	114	17	131	1	131	38	169	1	169	0	169	1	169	1	169	1	169	0	169	1	169	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	113	1	113	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	473	0	-	71	544	0	-	301	845	0	-	3	848	0	-	3	848	0	-	0	848	0	-	
Comb. T-R	1	1	698	0	0	1	803	1	1117	1	1117	0	-	1	1120	0	-	1	1120	0	-	1	1120	
SB Right	225	0	-	34	259	0	-	13	272	0	-	0	272	0	-	0	272	0	-	0	272	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	60	1	60	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	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	0	1197	2	598	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	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	0	159	1	159	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	173	1	173	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	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	0	1716	2	858	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	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	0	116	1	116	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 753 E-W: 722 SUM: 1476	N-S: 866 E-W: 830 SUM: 1697	N-S: 1205 E-W: 918 SUM: 2123	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	N-S: 1211 E-W: 918 SUM: 2129	
No. of Phases:	2		2		2		2		2		2		2		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	[1],[2]	1.320	[1],[2]	1.320	[1],[2]	1.320	[1],[2]	1.320	[1],[2]	1.320	[1],[2]	1.320	[1],[2]	1.320
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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.

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 ATCS 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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CRITICAL MOVEMENT ANALYSIS

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

Robertson Boulevard @ Beverly Boulevard  
Peak Hour: PM  
Annual Growth: 1.00%  
CSMC Project - WeHo TIA

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Movement	Volume	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume
NB Left	79	1	79	12	91	1	91	70	161	1	161	1	169	1	169	0	169	1	169
Comb. L-T	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	460	1	460	69	528	1	528	363	891	1	891	1	894	1	894	0	894	1	894
Comb. T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
NB Right	152	1	152	23	174	1	174	15	189	1	189	1	189	1	189	0	189	1	189
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	83	1	83	12	95	1	95	78	173	1	173	1	173	1	173	0	173	1	173
Comb. L-T	0	0	-	0	0	0	-	0	0	0	0	0	0	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	1	482	0	482	1	554	0	554	1	956	1	958	1	958	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	134	1	134	20	154	1	154	34	188	1	188	1	188	1	188	0	188	1	188
Comb. L-T	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	1129	2	565	169	1299	2	649	235	1534	2	767	2	1534	2	767	0	1534	2	767
Comb. T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
EB Right	67	1	67	10	77	1	77	39	116	1	116	1	121	1	121	0	121	1	121
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	90	1	90	13	103	1	103	11	114	1	114	1	114	1	114	0	114	1	114
Comb. L-T	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	950	2	475	143	1093	2	546	242	1335	2	667	2	1335	2	667	0	1335	2	667
Comb. T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
WB Right	81	1	81	12	93	1	93	70	163	1	163	1	163	1	163	0	163	1	163
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 561 E-W: 654 SUM: 1215					N-S: 645 E-W: 753 SUM: 1397				N-S: 1117 E-W: 881 SUM: 1998		N-S: 1127 E-W: 881 SUM: 2008		N-S: 1127 E-W: 881 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]	F			[1],[2]	F
Level of Service:		C				D				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.  
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 Wishire West ATCS system improvements.  
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wishire 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  
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CRITICAL MOVEMENT ANALYSIS

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

Robertson Boulevard @ Beverly Boulevard  
Peak Hour: Mid-day  
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	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	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	0	0	0	0	0	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	0	0	0	0	0	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	0	0	0	0	0	0	0	0	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	0	0	0	0	0	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	1	512	0	589	1	589	1	991	1	991	0	993	1	993	0	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	0	0	0	0	0	0	0	0	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	0	0	0	0	0	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	0	0	0	0	0	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	0	0	0	0	0	0	0	0	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	0	0	0	0	0	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	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 585 E-W: 564 SUM: 1149				673 648 1321	N-S: E-W: SUM:	1145 777 1921			N-S: E-W: SUM:	1155 777 1931			N-S: E-W: SUM:	1155 777 1931				
No. of Phases:	2				2		2				2				2				2
Volume / Capacity:	[f]	0.696			[f], [2]	0.781	[f], [2]	1.181		[f], [2]	F			[f], [2]	F			[f], [2]	F
Level of Service:		B			C														

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 ATCS 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  
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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

CRITICAL MOVEMENT ANALYSIS

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

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

CSMC Project - WeHo TIA

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	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume				
NB Left	21	1	21	3	24	1	24	0	24	1	24	0	24	1	24	0	24	0	24	0	24			
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	1	31	0	31			
NB Thru	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-	0	7	0	7	0	7			
Comb. T-R	1	1	94	0	108	1	108	0	108	1	132	0	132	1	141	0	141	1	141	0	141			
NB Right	88	0	-	13	101	0	-	24	125	0	-	9	134	0	-	0	134	1	134	0	134			
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0			
SB Left	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	3	0	3			
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	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	0	0	10			
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0			
SB Right	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-	0	7	0	7	0	7			
Comb. L-T-R -	1	1	1	0	2	1	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2			
EB Left	25	1	25	4	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29	0	29			
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	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	0	596			
Comb. T-R	1	1	496	0	571	1	571	0	571	1	694	0	694	1	694	0	694	0	694	0	694			
EB Right	170	0	-	25	195	0	-	0	195	0	-	0	195	0	-	0	195	1	195	0	195			
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	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	0	385			
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	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	0	999			
Comb. T-R	1	1	768	0	883	1	883	0	883	1	999	0	999	1	999	0	999	1	999	0	999			
WB Right	37	0	-	6	43	0	-	0	43	0	-	0	43	0	-	0	43	0	43	0	43			
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0			
Crit. Volumes:	N-S: 97 E-W: 793 SUM: 890	N-S: 112 E-W: 912 SUM: 1023	N-S: 136 E-W: 1058 SUM: 1193	2				2				2				2				2				
No. of Phases:	2				2				2				2				2				2			
Volume / Capacity:	[1]	0.523	[1],[2]	0.582	[1],[2]	0.695	[1],[2]	0.715	[1],[2]	0.715	[1],[2]	0.715	[1],[2]	0.715	[1],[2]	0.646	[1],[2]	0.646	[1],[2]	0.646	[1],[2]	0.646		
Level of Service:	A				A				B				B				C				B			

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 ATCS system improvements.

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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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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

**CRITICAL MOVEMENT ANALYSIS**

George Burns Road @ Beverly Boulevard  
 Peak Hour: PM  
 Annual Growth: 1.00%

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

**CSMC Project - WeHo TIA**

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	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	0	0	0	0	0	0	0	0	0	0	0	0	1	161		
NB Thru	3	0	-	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	-		
Comb. T-R	1	331	331	0	381	1	381	0	472	1	472	0	494	1	494	0	490	0	-		
NB Right	328	0	-	49	377	0	377	91	468	0	468	22	490	0	490	0	490	1	490		
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
SB Left	16	0	-	2	19	0	19	0	19	0	19	0	19	0	19	0	19	0	-		
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
SB Thru	6	0	-	1	7	0	7	0	7	0	7	0	7	0	7	0	7	0	84		
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
SB Right	51	0	-	8	58	0	58	0	58	0	58	0	58	0	58	0	58	0	-		
Comb. L-T-R -	1	1	1	1	1	1	1	0	1	1	1	0	1	1	1	0	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	0	0	0	0	0	0	0	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	653	0	751	1	751	0	914	1	914	0	914	1	914	0	914	0	-		
EB Right	83	0	-	12	95	0	95	0	95	0	95	0	95	0	95	0	95	1	95		
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	520	0	598	1	598	0	760	1	760	0	760	1	760	0	760	1	760		
WB Right	17	0	-	3	20	0	20	0	20	0	20	0	20	0	20	0	20	0	-		
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Crit. Volumes:	N-S: 347 E-W: 742 SUM: 1089			N-S: 400 E-W: 853 SUM: 1253			N-S: 491 E-W: 1053 SUM: 1543			N-S: 513 E-W: 1065 SUM: 1577			N-S: 434 E-W: 1017 SUM: 1451								
No. of Phases:	2			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			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 volume is assigned to exclusive lane.

[1] The volume to capacity ratios have been reduced by 0.07 to account for the installation of the Wishire West ATCS system improvements.

[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wishire 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**  
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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

**CRITICAL MOVEMENT ANALYSIS**

George Burns Road @ Beverly Boulevard  
 Peak Hour: Mid-day  
 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	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	0	-	0	0	0	-	0	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	1	181	0	1	1	208	0	1	1	208	0	1	1	208	0	1	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	0	0	0	0	0	0	0	0	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	-	0	0	0	-	0	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	-	0	0	0	-	0	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	0	1	1	1	0	1	1	1	0	1	1	1	0	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	-	0	0	0	-	0	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	1	533	0	1	1	612	0	1	1	612	0	1	1	612	0	1	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	0	0	0	0	0	0	0	0	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	-	0	0	0	-	0	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	1	446	0	1	1	513	0	1	1	513	0	1	1	513	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Crit. Volumes:	N-S: 188 E-W: 660 SUM: 848					N-S: 216 E-W: 758 SUM: 975				N-S: 216 E-W: 758 SUM: 975				N-S: 216 E-W: 758 SUM: 975				N-S: 140 E-W: 700 SUM: 840	
No. of Phases:	2				2				2				2				2		3
Volume / Capacity:	[1] 0.495				[1],[2] 0.550				[1],[2] 0.550				[1],[2] 0.550				[1],[2] 0.550		[1],[2] 0.489
Level of Service:	A				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 ATCS 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**  
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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

**CRITICAL MOVEMENT ANALYSIS**

San Vicente Boulevard @ Melrose Avenue  
 Peak Hour: AM  
 Annual Growth: 1.0%  
**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	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume				
NB Left	83	1	83	12	95	1	95	47	142	1	142	1	142	0	142	0	142	0	142	1	142				
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
NB Thru	635	2	318	95	731	2	365	283	1014	2	507	2	508	3	1017	3	1017	0	1017	2	508				
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
NB Right	95	1	95	14	109	1	109	82	191	1	191	1	192	1	192	1	192	0	192	1	192				
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SB Left	101	1	101	15	116	1	116	18	134	1	134	1	134	0	134	0	134	0	134	1	134				
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
SB Thru	492	2	246	74	566	2	283	290	856	2	428	2	432	8	864	8	864	0	864	2	432				
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
SB Right	42	1	42	6	49	1	49	59	108	1	108	1	108	0	108	0	108	0	108	1	108				
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EB Left	78	1	78	12	89	1	89	25	114	1	114	1	114	0	114	0	114	0	114	1	114				
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
EB Thru	414	1	235	62	476	1	270	140	616	1	347	1	347	0	616	0	616	0	616	1	347				
Comb. T-R	1	1	235	0	270	1	270	0	270	1	347	1	347	0	616	0	616	0	616	1	347				
EB Right	56	0	-	8	64	0	-	13	77	0	0	0	0	0	77	0	77	0	77	0	0				
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WB Left	191	1	191	29	220	1	220	41	261	1	261	1	263	2	263	2	263	0	263	1	263				
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
WB Thru	725	1	725	109	834	1	834	90	924	1	924	1	924	0	924	0	924	0	924	1	924				
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-				
WB Right	166	1	166	25	190	1	190	25	215	1	215	1	215	0	215	0	215	0	215	1	215				
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Crit. Volumes:	N-S: 419 E-W: 803 SUM: 1222	N-S: 481 E-W: 923 SUM: 1405	N-S: 641 E-W: 1038 SUM: 1679																					N-S: 642 E-W: 1038 SUM: 1681	N-S: 642 E-W: 1038 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.

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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

**CRITICAL MOVEMENT ANALYSIS**

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	Lanes	No. of	Added	Total	Lane	No. of	Added	Total	Lane	No. of	Added	Total	Lane	No. of	Added	Total	Lane	No. of
				Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	480	1	480	-	480	1	580	-	580	1	580	-	580	1	580
EB Right	139	0	-	21	160	0	-	65	225	0	-	0	225	0	-	0	225	0	-
Comb. L-T-R	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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 exci. 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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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

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Melrose Avenue  
Peak Hour: Mid-day  
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	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	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	-	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	-	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	-	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	-	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	-	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	-	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	-	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	1	306	11	351	1	351	65	146	1	451	0	146	1	451	0	146	1	451
EB Right	70	0	-	11	81	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	-	0	-	0	-	0	0	0	0	0	0	0	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	-	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	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 371 E-W: 514 SUM: 885	N-S: 426 E-W: 591 SUM: 1017				N-S: 689 E-W: 845 SUM: 1534				N-S: 693 E-W: 845 SUM: 1538				N-S: 693 E-W: 845 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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## CRITICAL MOVEMENT ANALYSIS

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

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

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

CSMC Project - WeHo TIA

[illegible]

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 ATSC 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.

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

## CRITICAL MOVEMENT ANALYSIS

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

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

CSMC Project - WeHo TIA

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		
NB Left	116	1	116	17	134	1	134	38	172	1	172	0	172	1	172	0	172		
Comb. L-T	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
NB Thru	733	2	367	110	843	2	422	431	1274	2	637	7	1281	2	641	0	1281		
Comb. T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
NB Right	222	1	222	33	256	1	256	71	327	1	327	0	327	1	327	0	327		
Comb. L-T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
SB Left	159	1	159	24	182	1	182	61	243	1	243	0	243	1	243	0	243		
Comb. L-T	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
SB Thru	686	2	343	103	789	2	394	459	1248	2	624	4	1252	2	626	0	1252		
Comb. T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
NB Right	96	1	96	14	110	1	110	20	130	1	130	2	132	1	132	0	132		
Comb. L-T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
EB Left	98	1	98	15	113	1	113	27	140	1	140	3	143	1	143	0	143		
Comb. L-T	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
NB Thru	1053	1	617	158	1211	1	709	376	1587	2	794	18	1605	2	803	0	1605		
Comb. T-R	1	1	617	-	709	1	709	-	709	0	0	-	0	0	-	0	-		
EB Right	180	0	-	27	207	0	-	16	223	1	223	0	223	1	223	0	223		
Comb. L-T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
WB Left	82	1	82	12	94	1	94	32	126	1	126	0	126	1	126	0	126		
Comb. L-T	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
NB Thru	790	2	395	118	908	2	454	302	1210	2	605	10	1220	2	610	0	1220		
Comb. T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
WB Right	155	1	155	23	178	1	178	59	237	1	237	0	237	1	237	0	237		
Comb. L-T-R	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0	-		
Crit. Volumes:	N-S: E-W: SUM:	525 698 1224	N-S: E-W: SUM:	604 803 1407	N-S: E-W: SUM:	880 920 1800	N-S: E-W: SUM:	884 929 1813	N-S: E-W: SUM:										
No. of Phases:		2		2		2		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			

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 Wiltshire West ATSC system improvements.

**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. Note: Year 2000 manual traffic counts were adjusted by a 1.0 percent (0.0%) ambient growth factor to reflect year 2000 existing conditions.

המחברת מודה כי המחקר נעשה באמצעות שיטות מחקר איכותניות, ולכן יש להיזהר מפני הכללות. עם זאת, מחברת מאמינה כי הממצאים מייצגים את חוויות רבות מהנשים.



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E-W St: Beverly Boulevard  
Project: Cedars-Sinai Medical Center / 1-992843-1  
File Name: CMA4  
Counts by: Accuthek

CRITICAL MOVEMENT ANALYSIS

San Vicente Boulevard @ Beverly Boulevard

Peak Hour: Mid-day  
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	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	-		-	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	-		-	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	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	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	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	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	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	1	517		595	1	595		0	0	-		0	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	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	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	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	0			0	0			0	0	
Crit. Volumes:	N-S: 406 E-W: 741 SUM: 1050	N-S: 466 E-W: 1207 SUM: 1597	N-S: 734 E-W: 863 SUM: 1597	2				2				2				2			
				2				2				2				2			
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				2															

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 ATISAC system improvements.  
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wilshire West ATIS 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

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

**CRITICAL MOVEMENT ANALYSIS**

Doheny Drive @ Beverly Boulevard  
 Peak Hour: AM  
 Annual Growth: 1.0%  
**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	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	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	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	380	0	-	57	437	0	-	0	437	0	-	0	437	0	-	0	437	0	-
Comb. T-R	0	1	438	0	438	1	504	0	438	1	510	0	438	1	510	0	438	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	0	0	0	0	0	0	0	0	0	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	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	350	0	-	53	403	0	-	0	403	0	-	0	403	0	-	0	403	0	-
Comb. T-R	0	1	450	0	450	1	518	0	450	1	518	0	450	1	518	0	450	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	0	0	0	0	0	0	0	0	0	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	-	0	0	0	-	0	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	0	1	351	0	351	1	403	0	351	1	500	0	351	1	503	0	351	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	0	0	0	0	0	0	0	0	0	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	-	0	0	0	-	0	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	0	1	616	0	616	1	708	0	616	1	792	0	616	1	793	0	616	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 558 E-W: 654 SUM: 1212	N-S: 642 E-W: 752 SUM: 1394	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479	N-S: 644 E-W: 836 SUM: 1479
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	[1]	0.781	[1],[2]	0.876	[1],[2]	0.938	[1],[2]	0.938	[1],[2]	0.938	[1],[2]	0.938	[1],[2]	0.938	[1],[2]	0.938	[1],[2]	0.938	[1],[2]
Level of Service:	C	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	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.

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[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wishire West ATCS system improvements.

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626.796.2322 Fax 626.792.0941

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

CRITICAL MOVEMENT ANALYSIS

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

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

CSMC Project - WeHo TIA

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

Right turns on red from excl. lanes = 50% of overlapping left turn.

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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.

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

CRITICAL MOVEMENT ANALYSIS

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

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

CSMC Project - WeHo TIA

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	-	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	396	0	-	59	455	0	-	0	455	0	455	0	455	0	455	0	455	0	-
Comb. T-R	1	1	523	0	523	1	601	0	601	1	607	0	607	1	607	0	607	1	607
NB Right	127	0	-	19	146	0	-	6	152	0	152	0	152	0	152	0	152	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	-	0	0	0	0	0	0	0	0	0	0	0	-
SB Thru	328	0	-	49	377	0	-	0	377	0	377	0	377	0	377	0	377	0	-
Comb. T-R	1	1	372	0	372	1	428	1	428	1	428	0	428	1	428	0	428	1	428
SB Right	44	0	-	7	51	0	-	0	51	0	51	0	51	0	51	0	51	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	-	0	0	0	0	0	0	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	1	445	0	445	1	512	1	512	1	649	0	649	1	650	0	650	1	650
EB Right	44	0	-	7	51	0	-	2	53	0	53	0	53	0	53	0	53	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	-	0	0	0	0	0	0	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	1	394	0	394	1	453	1	453	1	612	0	612	1	616	0	616	1	616
WB Right	82	0	-	12	94	0	-	20	114	0	114	3	117	0	117	0	117	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 609 E-W: 590 SUM: 1199				700 679 1379	N-S: 715 E-W: 826 SUM: 1541				N-S: 717 E-W: 827 SUM: 1544				N-S: 717 E-W: 827 SUM: 1544					
No. of Phases:	3			3		3		3		3		3		3		3		3	
Volume / Capacity:	[1]	0.771		[1],[2]	0.868	[1],[2]	0.981	[1],[2]		[1],[2]		[1],[2]		[1],[2]		[1],[2]		[1],[2]	
Level of Service:	C			D		E		E		E		E		E		E		E	

Assumptions:

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

CSMC Project - WeHo TIA

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	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	0	60	1	60	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	
NB Thru	225	1	225	34	259	1	259	263	522	1	522	1	523	1	523	1	523	1	523	0	523	1	523	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	
NB Right	168	1	168	25	193	1	193	93	286	1	286	1	286	1	286	1	286	1	286	0	286	1	286	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	67	1	67	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	
SB Thru	274	0	-	41	315	0	-	334	649	0	-	3	652	0	-	3	652	0	-	0	652	0	-	
Comb. T-R	1	1	287	1	330	1	330	664	664	1	664	1	667	1	667	1	667	1	667	0	667	1	667	
SB Right	13	0	-	2	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	20	0	-	3	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	
Comb. L-T	0	-	-	-	-	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	0	504	0	619	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	
EB Right	80	0	-	12	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-	
Comb. L-T-R -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	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	0	495	1	495	
Comb. L-T	0	-	-	-	-	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	0	457	1	457	
Comb. T-R	0	-	-	-	-	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	0	104	1	104	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S: 339 E-W: 847 SUM: 1186	N-S: 390 E-W: 974 SUM: 1364	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	N-S: 724 E-W: 1114 SUM: 1838	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	[1]	0.721	[1],[2]	0.809	[1],[2]	1.125	[1],[2]	1.125	[1],[2]	1.125	[1],[2]	1.125	[1],[2]	1.127	[1],[2]	1.127	[1],[2]	1.127	[1],[2]	1.127	[1],[2]	1.127	[1],[2]	
Level of Service:	C	C	D	D	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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.  
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 Wishire West ATCS system improvements.  
[2] The volume to capacity ratios have been reduced by 0.03 to account for the installation of the Wishire West ATCS system improvements.

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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N-S St: Robertson Boulevard  
 E-W St: Melrose Avenue  
 Project: Cedars-Sinai Medical Center / 1-952843-1  
 File Name: CMA6  
 Counts by: Accuthek

**CRITICAL MOVEMENT ANALYSIS**

Robertson 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	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane Volume	Added	Total	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	0	0	0	0	0	0	0	0	0	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	233	-	233	1	233	-	233	1	629	-	631	1	631	-	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	0	0	0	0	0	0	0	0	0	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	-	72	554	0	-	106	660	0	-	0	660	0	-	0	660	0	-
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	0	1	1	1	0	1	1	1	0	1	1	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 432 E-W: 838 SUM: 1270				497 964 1461	N-S: E-W: SUM:	919 1174 2093			N-S: E-W: SUM:	922 1174 2096			N-S: E-W: SUM:	922 1174 2096				
No. of Phases:	2				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				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 Wishire West ATISAC system improvements.

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CRITICAL MOVEMENT ANALYSIS

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

Robertson Boulevard @ Melrose Avenue  
Peak Hour: Mid-day  
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	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	0	0	-	0	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	0	0	-	0	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	-	0	0	0	-	0	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	-	0	0	0	-	0	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	1	273	0	314	1	314	0	314	1	675	1	677	1	677	0	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	-	0	0	0	-	0	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	-	0	0	0	-	0	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	-	0	0	0	-	0	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	0	1	1	1	0	1	1	1	0	1	1	1	0	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	-	0	0	0	-	0	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	-	0	0	0	-	0	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	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S: E-W: SUM:	357 756 1113	N-S: E-W: SUM:	411 869 1280	N-S: E-W: SUM:	833 1079 1912	N-S: E-W: SUM:	836 1079 1915	N-S: E-W: SUM:	836 1079 1915	N-S: E-W: SUM:	836 1079 1915	N-S: E-W: SUM:	836 1079 1915	N-S: E-W: SUM:	836 1079 1915	N-S: E-W: SUM:	836 1079 1915	N-S: E-W: SUM:	
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			[1],[2]	F			[1],[2]	F			[1],[2]	F			[1],[2]	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 ATCS 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		

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

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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.

Dwight Steinert  
Planning Associates, Inc.  
11-Nov-08  
Page 3



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		[2] YEAR 2023 W/ AMBIENT GROWTH		[3] YEAR 2023 W/ RELATED PROJECTS		[4] YEAR 2023 W/ PROPOSED PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
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

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

**INTERSECTION CAPACITY UTILIZATION**

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

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

**CITY OF BEVERLY HILLS**

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

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

**INTERSECTION CAPACITY UTILIZATION**

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

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

**CITY OF BEVERLY HILLS**

2008 EXIST. TRAFFIC				2023 W/AMBIENT GROWTH				2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
Movement	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio		Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C 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 *			
ICU	1.043			1.185				1.559				1.562				1.562			
LOS	F			F				F				F				F			

\* 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.

02:52 PM



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

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

**INTERSECTION CAPACITY UTILIZATION**

La Cienega Boulevard @ Wilshire Boulevard  
 Peak hr: AM  
 Annual Growth: 1.00%

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

**CITY OF BEVERLY HILLS**

2008 EXIST. TRAFFIC				2023 W/AMBIENT GROWTH				2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
Movement	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio		Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C 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 *			
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.

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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N-S St: La Cienega Boulevard  
 E-W St: Wilshire Boulevard  
 Project: Cedars-Sinai Medical Center / 1-992843-1  
 File: ICU21

**INTERSECTION CAPACITY UTILIZATION**

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

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

**CITY OF BEVERLY HILLS**

2008 EXIST. TRAFFIC				2023 W/AMBIENT GROWTH				2023 W/RELATED PROJECTS				2023 W/PROJECT SITE TRAFFIC				2023 W/PROJECT MITIGATION			
Movement	Volume	Capacity	V/C Ratio	Added	Total	Volume	V/C Ratio	Added	Total	Volume	V/C Ratio	Added	Total	Volume	V/C Ratio	Added	Total	Volume	V/C Ratio
Nb Left	166	1600	0.104 *	25	190	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	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	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	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	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	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	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	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		F		F		F		F

- \* Key conflicting movement as a part of ICU
- 1 Counts conducted by: Accuthek
- 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.

02:53 PM

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

**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

**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 días feriados**

Se usara horario del domingo y días 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]

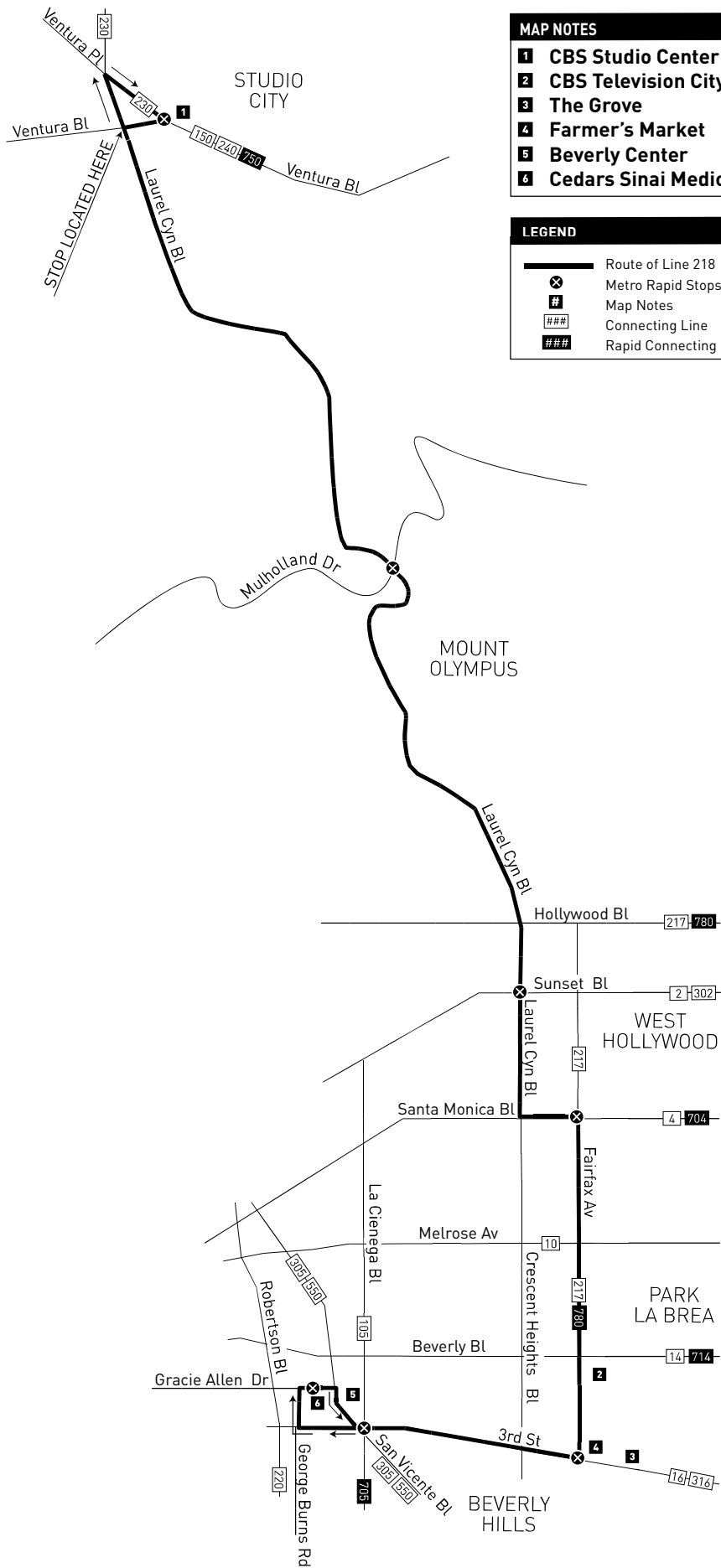
LOS ANGELES	BEVERLY HILLS	PARK LA BREA	WEST HOLLYWOOD	LOS ANGELES	LOS ANGELES	STUDIO CITY
Cedars Sinai Medical Center	3rd & La Cienega	Fairfax & 3rd	Fairfax & Santa Monica	Laurel Canyon & Sunset	Laurel Canyon & Mulholland	Ventura Pl & Ventura Bl
7:00A	7:02A	7:06A	7:12A	7:16A	7:23A	7:28A
7:43	7:45	7:49	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	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



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



## 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



- 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  |

## 503

**Effective Jun 29 2008**

## Northbound to Westwood

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 Broadway	Figuerroa & 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 & Broadway Central & Manchester	103rd St & Compton	Imperial/Wilmington/ Rosa Parks Station						
	5:18A 5:46 6:14 6:43 7:17 7:55 8:41 9:26 10:10 10:55 11:39 12:22P 1:07 1:46 2:26 3:05 3:44 4:24 5:04 5:45 6:38 7:43 8:46	5:29A 5:57 6:27 6:56 7:32 8:10 8:56 9:41 10:25 11:10 11:55 12:38P 1:23 2:02 2:42 3:21 4:01 4:41 5:21 6:02 6:54 7:57 8:59	5:36A 6:05 6:35 7:04 7:40 8:18 9:04 9:49 10:33 11:18 12:03P 12:47 1:32 2:12 2:52 3:32 4:12 4:52 5:32 6:13 7:03 8:05 9:06	5:42A 6:12 6:42 7:12 7:49 8:27 9:12 9:57 10:42 11:27 12:12P 12:57 1:42 2:22 3:02 3:42 4:22 5:02 5:42 6:22 7:12 8:12 9:12	5:50A 6:21 6:51 7:21 7:59 8:36 9:21 10:07 10:52 11:37 12:22P 1:07 1:52 2:33 3:14 3:56 4:36 5:16 5:55 6:34 7:23 8:20 9:20	5:52A 6:23 6:53 7:23 8:01 8:38 9:23 10:09 10:54 11:39 12:24P 1:09 1:54 2:35 3:16 3:58 4:38 5:18 5:57 6:36 7:25 8:22 9:22	5:57A 6:29 6:59 7:29 8:07 8:44 9:29 10:15 11:00 11:45 12:30P 1:15 2:00 2:42 3:23 4:05 4:45 5:25 6:04 6:43 7:31 8:28 9:27	6:02A 6:35 7:05 7:35 8:13 8:50 9:35 10:21 11:06 11:51 12:37P 1:22 2:07 2:49 3:31 4:13 4:53 5:33 6:12 6:49 7:37 8:33 9:32	6:10A 6:43 7:14 7:44 8:22 8:59 9:44 10:31 11:16 12:01P 12:48 1:33 2:18 3:00 3:42 4:24 5:04 5:44 6:23 7:00 7:48 8:43 9:40	6:17A 6:50 7:22 7:52 8:30 9:07 9:52 10:39 11:24 12:09P 12:56 1:41 2:26 3:08 3:50 4:32 5:12 5:52 6:31 7:07 7:54 8:49 9:46	6:22A 6:55 7:27 7:57 8:35 9:12 9:57 10:44 11:29 12:14P 1:01 1:46 2:32 3:14 3:56 4:38 5:18 5:58 6:36 7:12 7:59 8:54 9:51	6:26A 6:59 7:32 8:02 8:40 9:17 10:02 10:49 11:34 12:19P 1:07 1:52 2:38 3:20 4:02 4:44 5:24 6:03 6:41 7:17 8:03 8:58 9:55	6:30A 7:03 7:36 8:06 8:44 9:21 10:06 10:53 11:38 12:23P 1:11 1:56 2:42 3:25 4:07 4:49 5:29 6:08 6:46 7:21 8:07 9:02 9:59	6:35A 7:08 7:41 8:11 8:49 9:26 10:11 10:58 11:43 12:28P 1:16 2:01 2:56 3:31 4:13 4:55 5:35 6:14 6:51 7:26 8:12 9:06 10:03	

# 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	Figuerroa & 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)

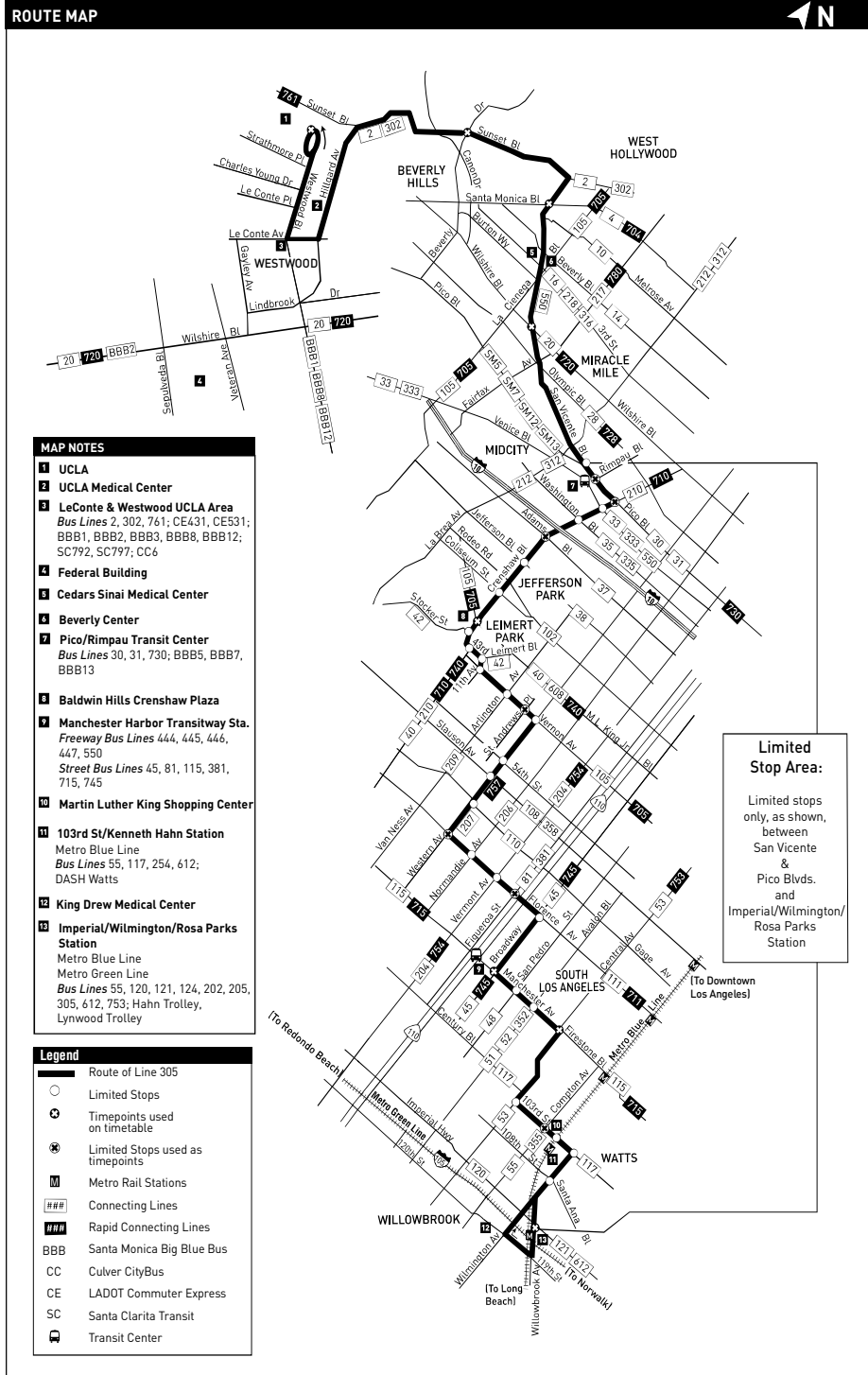
UCLA Ackerman Loop	Sunset & Beverly	San Vicente & Santa Monica	San Vicente & Wilshire	Pico & Rimpau	Pico & Crenshaw	Adams & Crenshaw	Crenshaw & Martin Luther King	Vernon & St Andrews	Florence & Western	Figuroa & Florence	Manchester & Broadway	Central & Manchester	103rd St & Compton	Imperial/Wilmington/ 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.



# 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 7<sup>th</sup> 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 39<sup>th</sup> 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 39<sup>th</sup> 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
					Artesia Transit Center	Pacific Coast Hwy & Normandie (Kaiser Hospital)	Gaffey & Channel 7th & Patton Peninsula Hospital)
Santa Monica & San Vicente	San Vicente & Wilshire	Venice & Crenshaw	Figueria & Exposition (USC)	Harbor Fwy/1105 Station	Vermont & Carson (Harbor UCLA Hospital)		
5:02A	5:08A	5:16A	5:29A	5:39A	5:53A	6:01A	6:06A
5:26	5:32	5:40	5:53	6:03	6:17	—	—
5:45	5:51	5:59	6:14	6:25	6:39	6:49	6:55
6:02	6:09	6:18	6:34	6:45	7:00	—	—
6:21	6:29	6:38	6:54	7:05	7:20	7:30	7:36
6:43	6:51	7:01	7:19	7:30	7:45	—	—
7:07	7:15	7:26	7:44	7:55	8:10	8:20	8:26
7:33	7:41	7:52	8:09	8:20	8:35	—	—
7:58	8:06	8:17	8:34	8:45	9:00	9:09	9:15
8:23	8:31	8:42	8:59	9:10	9:24	—	—
8:54	9:02	9:13	9:29	9:40	9:54	10:03	10:09
9:38	9:47	9:58	10:14	10:25	10:39	10:48	10:54
10:23	10:32	10:43	10:59	11:10	11:24	11:33	11:39
11:08	11:17	11:28	11:44	11:55	12:09P	12:18P	12:24P
11:53	12:02P	12:13P	12:29P	12:40P	12:54	1:03	1:09
12:37P	12:46	12:57	1:14	1:25	1:39	1:48	1:54
1:20	1:30	1:42	1:59	2:10	2:24	2:33	2:39
2:05	2:15	2:27	2:45	2:56	3:10	3:20	3:26
2:39	2:49	3:02	3:21	3:32	3:47	3:57	4:04
3:09	3:19	3:32	3:51	4:03	4:18	4:28	4:35
3:32	3:42	3:57	4:16	4:28	4:43	—	—
3:57	4:07	4:22	4:41	4:54	5:09	5:19	5:26
4:21	4:31	4:47	5:06	5:19	5:34	5:44	5:51
4:45	4:55	5:12	5:31	5:44	5:59	6:09	6:16
5:10	5:20	5:37	5:56	6:08	6:22	6:32	6:38
5:35	5:45	6:02	6:21	6:33	6:47	6:56	7:02
6:11	6:20	6:35	6:54	7:05	7:19	—	—
6:48	6:57	7:08	7:25	7:35	7:49	7:58	8:03
7:24	7:33	7:43	7:59	8:09	8:22	—	—
8:10	8:17	8:26	8:39	8:49	9:02	9:10	9:15
9:06	9:13	9:22	9:35	9:45	9:58	10:06	10:11
10:06	10:13	10:22	10:35	10:45	10:58	11:06	11:11

# 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/1105 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					Weekday Southbound				
AM	MIDDAY	PM	7-10PM	10PM-1AM	AM	MIDDAY	PM	7-10PM	10PM-1AM
8-10 min	30 min	8-10 min	25-30 min	60 min	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	
<b>Artesia Transit Center Features:</b> <ul style="list-style-type: none"><li>– 40 minute travel time to Downtown L.A.</li><li>– 30 minutes or less on Line 450 Express</li><li>– Free Parking. Take advantage of more than 900 spaces</li><li>– Late Night Service on Line 446 from San Pedro to Downtown L.A.</li></ul>									

## Saturday, Sunday and Holiday Schedule

## Sabado, Domingo y días Feriados

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

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.



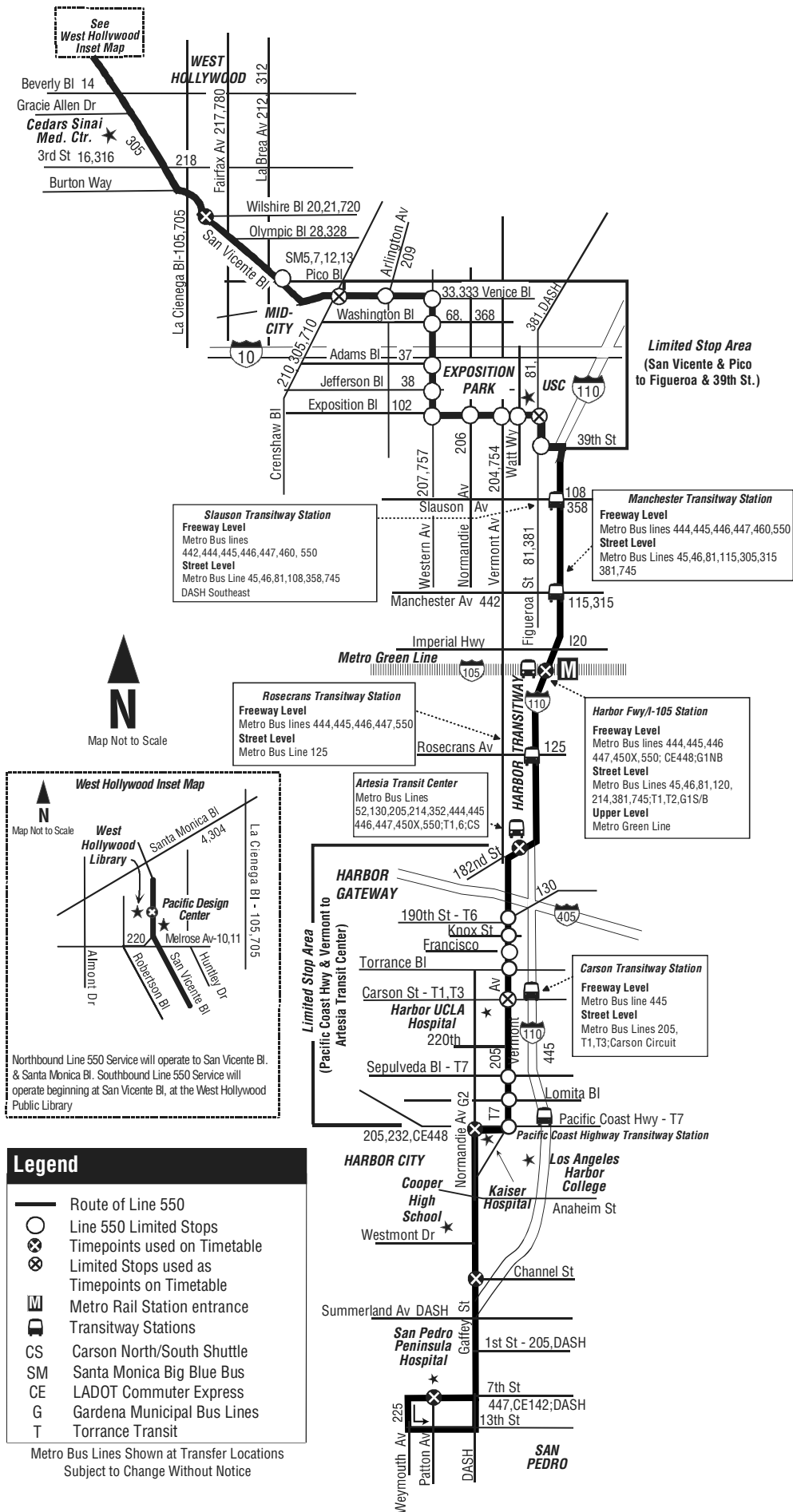
1.800.COMMUTE  
6:30am to 7pm, Mon-Fri  
8am to 4:30pm, Sat-Sun  
Closed Holidays

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

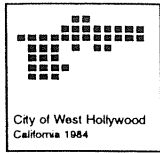




## **APPENDIX J**

### **TRAFFIC MITIGATION MEASURE CORRESPONDENCES**





# 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.



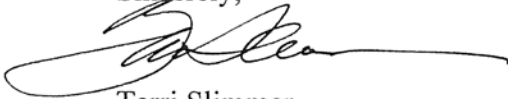
**(c) Robertson Boulevard and Beverly Boulevard**

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

E N G I N E E R S

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



VENDOR NO.		CODE		CHECK NO.	
R 0000003228		04-ATT		01548055	
VENDOR NAME		DATE		PAGE	
CITY OF WEST HOLLYWOOD		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 BOTTOM



**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

VERIFIED BY [Signature]  
APPROVED BY \_\_\_\_\_

**PAY TO THE ORDER OF** **15,000.00** **FIFTEEN THOUSAND DOLLARS AND 00 CENTS**

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

[Signature]



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



XXXXXXXXXX  
MAYOR

Tom Bradley

OFFICE OF  
ZONING ADMINISTRATION

DEPARTMENT OF  
CITY PLANNING

600 CITY HALL  
LOS ANGELES, CALIF. 90012  
405-3001

ARTHUR DUDHIN  
CHIEF ZONING ADMINISTRATOR  
ASSOCIATE ZONING ADMINISTRATORS  
CHARLES V. CAHWALLADEN  
JAMES HISS  
FABIAN BERNARD  
H. A. HILSEN  
ROBERT D. WILSON

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 C2-1-0 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 C2-1-0 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 C2-1-0 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.

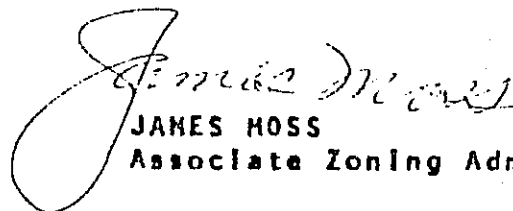
3. In view of the affirmative findings in Finding Nos. 1 and 2 above, it is evident that a property right has invested itself within the current and proposed development of this major medical center complex. Having arrived at this conclusion, it follows, that this property right is deserving of being 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 that...

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-B28-73-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 MOSS  
Associate Zoning Administrator

JH:sll

cc: Director of Planning

Councilman Edmund D. Edelman

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



#### **IV. COMMENT LETTERS AND RESPONSES TO COMMENTS**

The City of Los Angeles, Department of City Planning received a total of ten written letters that provided comments on the Draft SEIR during the designated public comment period (between September 11, 2008 and October 27, 2008). Comment letters were received from the following:

##### **Federal and State Agencies**

None.

##### **Regional, County, and Local Agencies**

- |    |   |                    |
|----|---|--------------------|
| 1. | City of Los Angeles Bureau of Sanitation,<br>Wastewater Engineering Services Division | September 30, 2008 |
| 2. | City of Los Angeles Bureau of Sanitation,<br>Wastewater Engineering Services Division | October 9, 2008    |
| 3. | City of Los Angeles Bureau of Sanitation,<br>Wastewater Engineering Services Division | October 16, 2008   |
| 4. | City of West Hollywood  | October 27, 2008   |
| 5. | City of Beverly Hills   | October 27, 2008   |
| 6. | Los Angeles County Metropolitan Transportation Authority (Metro)                      | October 24, 2008   |

##### **Organizations and Special Interest Groups**

- |    |  |                  |
|----|--|------------------|
| 7. | Edward J. Casey, Alston & Byrd, LLP<br>(representing The Decurion Corporation)   | October 27, 2008 |
| 8. | Laura Lake, Lake & Lake Consulting, Inc.<br>(representing Burton Way Foundation) | October 18, 2008 |
| 9. | Robert H. Schwab, Robertson Community Association                                | October 10, 2008 |

##### **Individuals and Businesses**

- |     |              |                  |
|-----|--------------|------------------|
| 10. | Jerry Singer | November 4, 2008 |
|-----|--------------|------------------|

Each comment letter has been included in its entirety in this section, and is followed by responses to the comments in each respective letter. Each comment letter has been assigned a corresponding identification number, and comments within each comment letter are given a comment number. For example, comment letter “1” is from the City of Los Angeles Bureau of Sanitation, and contains comments 1-1 through 1-2.

Written comments made during the public review for the Draft SEIR intermixed points and opinions relevant to the Project approval/disapproval with points and opinions relevant to the environmental review presented in the Draft SEIR. Section 15204(a) of the CEQA Guidelines encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Based on judicial interpretation of this section, the Lead Agency is not obligated to undertake every suggestion given it, provided that the Lead Agency responds to significant environmental issues and makes a good faith effort at disclosure. Furthermore, Section 15204(c) of the CEQA Guidelines advises reviewers that comments should be accompanied by factual support. This section of the Final SEIR provides detailed responses to all comments related to the environmental review and discusses as appropriate the points raised by commentors regarding Project design and opinions relating to Project approval. The latter are usually statements of opinion or preference regarding a project’s design or its presence as opposed to points within the purview of an EIR: environmental impact and mitigation.



COMMENT LETTER #1

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

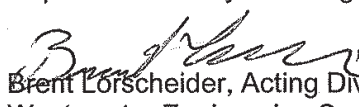
File: SC.CE.

DATE: September 30, 2008

TO: Adam Villani  
Environmental Review Coordinator  
Department of City Planning

RECEIVED  
CITY OF LOS ANGELES

OCT 08 2008

FROM:   
Brent Lorscheider, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

ENVIRONMENTAL  
UNIT

SUBJECT: **Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR**

This is in response to your September 11, 2008 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.

1

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<b>Existing</b>			
Medical Building	250 GPD/1000 SQ.FT	90,000 SQ.FT	(22,500)
Parking	20 GPD/1000 SQ.FT	79,080 SQ.FT	(1,581)
<b>Proposed</b>			
Medical Use	250 GPD/1000 SQ.FT	460,650 SQ.FT	115,164
Parking	20 GPD/1000 SQ.FT	280,798 SQ.FT	5,616
<b>Total</b>			<b>96,699</b>

**SEWER AVAILABILITY**

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on W Beverly Blvd. The sewage from the existing 8-inch line flows into a 15-inch, then 18-inch line on Beverly Pl, then continues into a 21-inch line on La Cienega Blvd. The sewage travels down S San Vicente Blvd into a 33-inch line on Schumacher Dr before discharging into a 42-inch line on S La Cienega Blvd. The current flow level (d/D) in the 15-inch line cannot be determined at this time as gauging is needed. Based on our existing gauging information, the current flow level (d/D) in the 18-inch, 21-inch, and 42-inch line is approximately 47%, 52%, and 34% full, respectively. The design capacities at d/D of 50% for the 18-inch line are 3.02 million Gallons per Day (GPD) and for the 42-inch line is 17.1 million GPD.

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**COMMENT LETTER #1  
CONTINUED**

Adam Villani, Department of City Planning  
Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR  
September 30, 2008

Page 2 of 2

The estimated flow that would be generated from your proposed project exceeds 20,000 GPD and therefore may have a significant impact on the sewer system capacity. Thus, detailed gauging is necessary to determine whether the sewer system is capable of safely accommodating the total flow for your proposed project. We have initiated a work order to gauge the designated critical locations in the project area. This process usually takes approximately three (3) to four (4) weeks. A detailed evaluation and response will be provided to you within one (1) to two (2) weeks upon receipt of gauging data. If this schedule is not acceptable, please call us to discuss options.

**2**

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

#### **IV. COMMENT LETTERS AND RESPONSES TO COMMENTS**

##### **A. COMMENT LETTER NO. 1**

Brent Lorscheider, Acting Division Manager  
City of Los Angeles  
Bureau of Sanitation  
Wastewater Engineering Services Division  
September 30, 2008

##### **Response 1-1**

This comment is a standard letter distributed by the Bureau of Sanitation to all projects analyzed in an EIR. The commentor states that they have conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed Project and identified anticipated sewage generation flows and sewer availability to serve the Project. This information is noted and has been incorporated on pages 324 and 325 of the Draft SEIR (see Correction and Addition III.D.2 of this Final SEIR).

##### **Response 1-2**

This comment is a standard letter distributed by the Bureau of Sanitation to all projects analyzed in an EIR. The commentor concludes that area-specific gauging studies have not been completed. Because the proposed Project is estimated to exceed a sewage generation flow of 20,000 gallons per day (GPD), however, the impact to the sewer system capacity could be significant. Subsequent information received from the commentor (see Comment Letters 2 and 3) confirms that, through the completion of the gauging studies, adequate capacity at the Hyperion Treatment Plant has been confirmed and the impact to sewer system capacity would be less than significant (see Response 2-2). This conclusion is consistent with the previous conclusions regarding sewer service in the Draft SEIR (page 325).



**COMMENT LETTER #2**

FORM GEN. 160 (Rev. 6-80)

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: October 9, 2008

TO: Adam Villani  
Environmental Review Coordinator  
Department of City Planning

FROM:   
Brent Lorscheider, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

SUBJECT: **Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR**

This is in response to your September 11, 2008 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<b>Existing</b>			
Medical Building	250 GPD/1000 SQ.FT	90,000 SQ.FT	(22,500)
Parking	20 GPD/1000 SQ.FT	79,080 SQ.FT	(1,581)
<b>Proposed</b>			
Medical Use	250 GPD/1000 SQ.FT	460,650 SQ.FT	115,164
Parking	20 GPD/1000 SQ.FT	280,798 SQ.FT	5,616
<b>Total</b>			<b>96,699</b>

**SEWER AVAILABILITY**

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on W Beverly Blvd. The sewage from the existing 8-inch line flows into a 15-inch and then an 18-inch line on Beverly Pl then continues into a 21-inch line on La Cienega Blvd. The sewage travels down on S San Vicente Blvd into a 33-inch line on Schumacher Dr before discharging into a 42-inch line on S La Cienega Blvd.

Since our last response on October 1, 2008 detailed gauging data has been obtained. Based on our gauging information, the current flow level (d/D) in the sewer system is as follows: 15-inch line is approximately 45% full. The existing 8-inch line is a terminal line and

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1

**COMMENT LETTER #2  
CONTINUED**

Adam Villani, Department of City Planning  
Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR  
October 9, 2008

Page 2 of 2

is therefore assumed to have available capacity.

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation may be needed as part of the permit process to identify a sewer connection point. If the local sewer line, the 8-inch lines, to the 21-inch sewer line, has insufficient capacity then the developer will be required to build a secondary line to the nearest larger sewer line with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

2

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

#### **IV.    COMMENT LETTERS AND RESPONSES TO COMMENTS**

##### **B.    COMMENT LETTER NO. 2**

Brent Lorscheider, Acting Division Manager  
City of Los Angeles  
Bureau of Sanitation  
Wastewater Engineering Services Division  
October 9, 2008

##### **Response 2-1**

See Response 1-1.

##### **Response 2-2**

This comment is a standard letter distributed by the Bureau of Sanitation to all projects analyzed in an EIR. The commentor states that, based on the result of recently completed gauging studies, the City has confirmed that adequate sewer system capacity at the Hyperion Treatment Plant is available to serve the Project and impacts to sewer service would be less than significant. This conclusion is consistent with conclusions previously reached regarding sewer service as presented in the Draft SEIR (page 325). The commentor notes that the Applicant is required to coordinate with the City during the permit process to identify an appropriate sewer connection point. It is further noted that, consistent with standard City practice, a final approval for sewer capacity and connection permit will be sought at the time building permits are obtained (in approximately Year 2020). Extensions and/or secondary local lines will be established by the Applicant, as necessary, to accommodate Project capacity requirements. The Applicant will coordinate with the City on all final approvals and requirements for the Project during the building permit process.





FORM GEN. 160 (Rev. 6-80)

**COMMENT LETTER #3**

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: October 16, 2008

TO: Adam Villani  
Environmental Review Coordinator  
Department of City Planning

**RECEIVED**  
CITY OF LOS ANGELES

OCT 23 2008

FROM:   
Brent Lorscheider, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

ENVIRONMENTAL  
UNIT

SUBJECT: **Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR**

This is in response to your September 11, 2008 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.

1

**Projected Wastewater Discharges for the Proposed Project:**

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<b>Existing</b>			
Medical Building	250 GPD/1000 SQ.FT	90,000 SQ.FT	(22,500)
Parking	20 GPD/1000 SQ.FT	79,080 SQ.FT	(1,581)
<b>Proposed</b>			
Medical Use	250 GPD/1000 SQ.FT	460,650 SQ.FT	115,164
Parking	20 GPD/1000 SQ.FT	280,798 SQ.FT	5,616
<b>Total</b>			<b>96,699</b>

**SEWER AVAILABILITY**

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on W Beverly Blvd. The sewage from the existing 8-inch line flows into a 15-inch and then an 18-inch line on Beverly Pl then continues into a 21-inch line on La Cienega Blvd. The sewage travels down on S San Vicente Blvd into a 33-inch line on Schumacher Dr before discharging into a 42-inch line on S La Cienega Blvd.

Since our last response on October 1, 2008 detailed gauging data has been obtained. Based on our gauging information, the current flow level (d/D) in the sewer system is as follows: 15-inch line is approximately 45% full. The existing 8-inch line is a terminal line and

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**COMMENT LETTER #3  
CONTINUED**

Adam Villani, Department of City Planning  
Cedars-Sinai Medical Center – West Tower Project – Notice of Completion Draft EIR  
October 16, 2008

Page 2 of 2

is therefore assumed to have available capacity.

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation may be needed as part of the permit process to identify a sewer connection point. If the local sewer line, the 8-inch lines, to the 21-inch sewer line, has insufficient capacity then the developer will be required to build a secondary line to the nearest larger sewer line with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

2

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

#### **IV.    COMMENT LETTERS AND RESPONSES TO COMMENTS**

##### **C.    COMMENT LETTER NO. 3**

Brent Lorscheider, Acting Division Manager  
City of Los Angeles  
Bureau of Sanitation  
Wastewater Engineering Services Division  
October 16, 2008

NOTE:    This comment letter appears to be a duplicate of Comment Letter No. 2, except for a revised date.

##### **Response 3-1**

See Response 1-1.

##### **Response 3-2**

See Response 2-2.



COMMENT LETTER #4



CITY OF  
WEST HOLLYWOOD

CITY HALL  
8300 SANTA MONICA BLVD.  
WEST HOLLYWOOD, CA  
90069-6216  
(323) 848-6475  
FAX: (323) 848-6569

TTY: For hearing impaired  
(323) 848-6496

DEPARTMENT  
OF COMMUNITY  
DEVELOPMENT

VIA INTERNET & U.S. MAIL

October 27, 2008

Adam Villani, Environmental Review Coordinator  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Re: Draft Environmental Impact Report No. ENV-2008-0620-EIR

Dear Mr. Villani:

Thank you for informing us of the proposed new inpatient/medical support facility project at Cedars-Sinai Medical Center. Below are our comments on the Draft EIR.

Transportation & Circulation

1. On Figure 31 (Page 162) of the Draft SEIR, the intersections of Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard, locations within the City of West Hollywood, are identified as "Study Intersections", however there are no level of service analyses conducted for these intersections. Please provide analyses.
2. At a meeting (held March 6, 2008 at the City of West Hollywood) with the applicant and EIR traffic consultant, the City of West Hollywood Transportation Manager requested that a midday peak hour analysis be included for the analyzed intersections located within the City of West Hollywood. The Draft SEIR does not include this analysis, please provide requested midday analysis for the City of West Hollywood locations.
3. In the discussion of CMP monitoring locations on Page 174 of the Draft SEIR, it should be recognized that the intersection of Doheny Drive/Santa Monica Boulevard is a CMP location in the City of West Hollywood. This location is less than one mile from the project site and should be included in the CMP discussion and analysis.

1

2

3



**COMMENT LETTER #4  
 CONTINUED**



**CITY OF  
 WEST HOLLYWOOD**

4. On Page 181 (Item 2 – Intersection Traffic Thresholds) of the Draft SEIR, there are analyzed intersections located in the City of West Hollywood. The City of West Hollywood's significant impact criteria should also be included. The following summarizes the City of West Hollywood significant impact criteria.

Level of Service	Final V/C*	Project Related V/C increase
E and F	0.901 or more	Equal to or greater than 0.020

\* Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

5. On Page 184, (Item d – Haul Route Approval) of the Draft SEIR, if haul routes are identified that include streets located within the City of West Hollywood, these haul routes should also be reviewed and approved by the City of West Hollywood Director of Public Works.
6. On Page 212 (Summary of Project Impacts) of the Draft SEIR, discussion should be added that identifies Intersection No. 6 – George Burns Road/Beverly Boulevard as a City of West Hollywood intersection and that the City of West Hollywood's significant impact criteria (mentioned above) was applied.
7. The Draft SEIR Transportation Section (Section D) does not include peak hour traffic volume figures for "Project Only" and "Future with Project" scenarios.
8. The City of West Hollywood approves, in concept, the proposed mitigation measure at the intersection of George Burns Road/Beverly Boulevard. An engineering drawing (in 1"=20' scale) should be submitted to the City of West Hollywood Transportation Division showing the proposed improvements for review and final approval. Also, mitigation for the loss of parking spaces along Beverly Boulevard (needed in order to implement this improvement) needs to be determined.
9. On Pages 237-240 of the Draft SEIR, it should be noted that the City of West Hollywood has not fully signed-off on all of the previous mitigation measures from the original EIR (identified as MN TRF-N/A).







CITY OF  
WEST HOLLYWOOD

COMMENT LETTER #4  
CONTINUED

Public Works

10. Groundwater levels range from 7 to 20 feet below grade. Continuous dewatering of ground water would have impacts to adjacent areas that would require monitoring and further evaluation (ref. page 311).

10

Planning

11. We anticipate that the proposed 11-story building would cast shadows into the City of West Hollywood and possibly across Beverly Boulevard. A Shade and Shadow study should be performed.

11

Sincerely,

A handwritten signature in cursive script that reads "Susan Healy Keene".

Susan Healy Keene, AICP  
Director, Department of Community Development







#### IV. COMMENT LETTERS AND RESPONSES TO COMMENTS

##### D. COMMENT LETTER NO. 4

Susan Healy Keene, AICP  
 Director, Department of Community Development  
 City of West Hollywood  
 8300 Santa Monica Boulevard  
 West Hollywood, CA 90069-6219  
 October 27, 2008

##### Response 4-1

This comment refers to *Figure 31: Study Intersection Map* provided on page 162 of the Draft SEIR. The map incorrectly identifies the intersections of Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard as study locations. Following consultation with LADOT staff and based on input received during the public scoping process, twenty-two (22) area intersections were designated for evaluation of potential Project-related impacts. The traffic analysis study area was also reviewed and approved by LADOT in the Memorandum of Understanding (MOU) dated February 11, 2008. A copy of the MOU is contained in this Final SEIR as *Appendix F: Memorandum of Understanding and LADOT Approval* to the Traffic Impact Study (Appendix E of the Draft SEIR) (see Correction and Addition III.E.4). However, as requested in this comment, a supplemental analysis of the two intersections (Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard) located in the City of West Hollywood has been prepared for inclusion in the Final SEIR. This supplemental analysis has been prepared based on the City of West Hollywood impact threshold criteria (shown below in *Table A: City of West Hollywood Intersection Impact Threshold Criteria*) for the study intersections during the weekday A.M. peak hour, mid-day peak hour and P.M. peak hour.

**TABLE A**  
**CITY OF WEST HOLLYWOOD –INTERSECTION IMPACT THRESHOLD CRITERIA**

Final V/C	Level of Service	Project Related Increase in V/C
>0.901	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 criterion for intersections forecast to operate at LOS E or F (provided in *Table 27: City of Los Angeles Intersection Impact Threshold Criteria* on page 181 of the Draft SEIR) are more strict than the significance thresholds of the City of West Hollywood. Furthermore, 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).

At the request of West Hollywood, the West Hollywood intersections of Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard and the four City of West

Hollywood study intersections evaluated in the Draft SEIR and analyzed in the Project traffic study (No. 1: Robertson Boulevard/Beverly Boulevard, No. 6: George Burns Road/Beverly Boulevard, No. 12: San Vicente Boulevard/Melrose Avenue, and No. 13: San Vicente Boulevard/Beverly Boulevard) have been included in this supplemental analysis. *Table B: City of West Hollywood Supplemental Traffic Impact Analysis* shows changes to the V/C levels and LOS at the West Hollywood intersections from existing conditions, with and without the proposed Project, in the build-out year of 2023.

**TABLE B**  
**CITY OF WEST HOLLYWOOD SUPPLEMENTAL TRAFFIC IMPACT ANALYSIS**

NO	INTERSECTION	PEAK HOUR	[1] EXISTING		[2] YEAR 2023 W/ AMBIENT GROWTH		[3] YEAR 2023 W/ RELATED PROJECTS		YEAR 2023 W/ PROPOSED PROJECT		[4] CHANGE V/C [4] - [3]		SIGNIF. IMPACT (A)		YEAR 2023 W/ PROJECT MITIGATION		[5] CHANGE V/C [5] - [3]		MITI- GATED (B)
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS			
1	Robertson Boulevard/ Beverly Boulevard	AM Mid-day PM	0.914 0.696 0.740	E B C	1.031 0.781 0.832	F C D	1.316 1.181 1.232	F F F	1.320 1.188 1.239	F F F	0.004 0.007 0.007		NO NO NO		1.320 1.188 1.239	F F F	0.004 0.007 0.007		---
6	George Burns Road/ Beverly Boulevard	AM Mid-day PM	0.523 0.495 0.656	A A B	0.582 0.550 0.735	A A C	0.695 0.550 0.929	B A E	0.715 0.550 0.951	C A E	0.020 0.000 0.022		NO NO YES		0.646 0.489 0.918	B A E	-0.049 -0.061 -0.011		---
12	San Vicente Boulevard/ Melrose Avenue	AM Mid-day PM	0.814 0.520 0.772	D A C	0.937 0.578 0.888	E A D	1.120 0.923 1.233	F E F	1.121 0.925 1.235	F E F	0.001 0.002 0.002		NO NO NO		1.121 0.925 1.235	F E F	0.001 0.002 0.002		---
13	San Vicente Boulevard/ Beverly Boulevard	AM Mid-day PM	0.723 0.630 0.746	C B C	0.811 0.705 0.838	D C D	1.050 0.964 1.100	F E F	1.057 0.972 1.109	F E F	0.007 0.008 0.009		NO NO NO		1.057 0.972 1.109	F E F	0.007 0.008 0.009		---
23	Doheny Drive/ Beverly Boulevard	AM Mid-day PM	0.781 0.771 0.830	C C D	0.878 0.868 0.935	D D E	0.938 0.981 1.048	E E F	0.939 0.984 1.051	E E F	0.001 0.003 0.003		NO NO NO		0.939 0.984 1.051	E E F	0.001 0.003 0.003		---
24	Robertson Boulevard/ Melrose Avenue	AM Mid-day PM	0.721 0.672 0.777	C B C	0.809 0.753 0.874	D C D	1.125 1.175 1.295	F F F	1.127 1.177 1.297	F F F	0.002 0.002 0.002		NO NO NO		1.127 1.177 1.297	F F F	0.002 0.002 0.002		---

(A) City of West Hollywood intersection impact threshold criteria is as follows:  
Final v/c > 0.900      LOS E, F      Project Related Increase in v/c 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.

Refer to the *City of West Hollywood Traffic Impact Analysis* provided in this Final SEIR as Appendix G to the Traffic Impact Study (Appendix E to the Draft SEIR) (see Correction and Addition III.E.5) for a summary of the supplemental impact analysis prepared based on the City of West Hollywood traffic analysis methodology and threshold criteria. As indicated above in Table B and in the *City of West Hollywood Traffic Impact Analysis*, the Project is forecast to result in a significant impact at the George Burns Road/Beverly Boulevard intersection during the P.M. peak hour based on the City of West Hollywood's impact criteria. This finding is consistent with the conclusion 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 George Burns Road/Beverly Boulevard intersection (i.e., provide a right-turn only lane at the eastbound approach of Beverly Boulevard and two lanes at the northbound approach of George Burns Road) are expected to reduce the potentially significant Project-related impact to less than significant levels, based on both the City of West Hollywood's and the City of Los Angeles' thresholds. Furthermore, the supplemental analysis concludes that the potential traffic impacts at the remaining five West Hollywood study intersections would be less than significant, based on the City of West Hollywood threshold criteria. Thus, no revisions of the identification of the potentially significant traffic impacts identified in the Draft SEIR are required. The utilization of the City of West Hollywood impact threshold criteria is included on page 181 of the Draft SEIR (see Correction and Addition III.C.3 of this Final SEIR).

#### **Response 4-2**

This comment refers to a mid-day peak hour analysis for selected intersections. As discussed below, a mid-day peak hour analysis has been completed (see *Appendix G: City of West Hollywood Traffic Impact Analysis* of the Traffic Impact Study included as Appendix E of the Draft SEIR) and concludes that the proposed Project will not result in any significant impacts.

Pages 160 and 161 of the Draft SEIR provide a discussion regarding the traffic counts and traffic analysis periods evaluated in the traffic analysis. In order to identify the morning (A.M.) and afternoon (P.M.) peak hour for each intersection, manual traffic counts were conducted at the 22 study intersections during the weekday morning and afternoon commuter periods (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.). The peak one-hour (e.g., 7:15 to 8:15 A.M.) traffic volume was determined for each study intersection for both A.M. and P.M. peak hours. The weekday morning and afternoon commuter peak hours were evaluated in the traffic analysis consistent with the requirements provided in the LADOT *Traffic Study Policies and Procedures* manual (March 2002).

Refer to Response 4-1 for a discussion of the supplemental analysis of the study intersections in the City of West Hollywood that has been prepared for inclusion in this Final SEIR. In addition to the intersections of Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard (as requested to be analyzed by the commentor), the four City of West Hollywood study intersections evaluated in the Draft SEIR and analyzed in the Project Traffic Impact Study (No. 1: Robertson Boulevard/Beverly Boulevard, No. 6: George Burns Road/Beverly Boulevard,

No. 12: San Vicente Boulevard/Melrose Avenue, and No. 13: San Vicente Boulevard/Beverly Boulevard) have been included in this supplemental analysis. This supplemental analysis has been prepared based on the City of West Hollywood impact threshold criteria for the weekday A.M. peak hour, mid-day peak hour and P.M. peak hour. As shown in Table B above, the mid-day peak hour analysis of V/C levels and LOS determined the potential significant impacts at the City of West Hollywood intersections, considering existing traffic, ambient growth, traffic from Related Projects, and Project-traffic during the 2023 build-out year. Consistent with the findings in the Draft SEIR, a significant impact is anticipated during the P.M. peak hour at the intersection of George Burns Road/Beverly Boulevard (Int. No. 6). During the mid-day peak hour, based on the City of West Hollywood threshold criteria, no significant impacts are expected at any of the City of West Hollywood study intersections or the two additional intersections (Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard) analyzed.

#### **Response 4-3**

The comment references the analysis of the Project's potential traffic impacts to the Congestion Management Program ("CMP") monitoring stations as provided in the Draft SEIR. Specifically, page 174 of the Draft SEIR lists the CMP monitoring stations located in the vicinity of CSMC, and the corresponding analysis is provided on page 217 of the Draft SEIR. As discussed in the Draft SEIR, a CMP monitoring station must be analyzed if the Project is expected to add 50 or more A.M. or P.M. peak hour trips to the intersection. As stated on page 217, the Project is not expected to add 50 or more trips to the CMP monitoring stations evaluated in the Draft SEIR, thus no further review was required. As requested in the comment, page 174 of the Draft SEIR will include the Doheny Drive/Santa Monica Boulevard intersection as a CMP monitoring station located in the vicinity of CSMC (see Correction and Addition III.C.2 of this Final SEIR). The Project is forecast to add only a nominal number of trips (i.e., fewer than 10 trips during the A.M. or P.M. peak hours) to this intersection, thus, fewer than 50 Project-related trips will be added to the Doheny Drive/Santa Monica Boulevard intersection and no further review of this CMP monitoring station is required.

#### **Response 4-4**

This comment requests supplemental analysis of the intersections located within the City of West Hollywood pursuant to West Hollywood threshold criteria. Four City of West Hollywood study intersections evaluated in the Draft SEIR and Traffic Impact Study (No. 1; Robertson Boulevard/Beverly Boulevard, No. 6; George Burns Road/Beverly Boulevard, No. 12: San Vicente Boulevard/Melrose Avenue, and No. 13: San Vicente Boulevard/Beverly Boulevard), as well as two additional West Hollywood intersections (Robertson Boulevard/Melrose Avenue and Doheny Drive/Beverly Boulevard) have been included in this supplemental analysis.

A reference to West Hollywood threshold criteria has been added to page 181 of the Draft SEIR (see Correction and Addition III.C.3 of this Final SEIR). It should be noted that the City of Los Angeles criteria are similar to and somewhat more stringent than the City of West Hollywood criteria for LOS E and F. Regardless, the level of significance for the Project is based on criteria defined by the Lead Agency, the City of Los Angeles.

Refer to Responses 4-1 and 4-2 for a discussion of the supplemental analysis of the study intersections in the City of West Hollywood that has been prepared for inclusion in the Final SEIR. This supplemental analysis has been prepared based on the City of West Hollywood impact threshold criteria for the study intersections for the weekday A.M. peak hour, mid-day peak hour and P.M. peak hour. As indicated in the *City of West Hollywood Traffic Impact Analysis* and Table B in Response 4-1 above, the proposed Project is expected to create a significant impact at the George Burns Road/Beverly Boulevard intersection during the P.M. peak hour based on the City of West Hollywood's impact criteria. This finding is consistent with the conclusion 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 George Burns Road/Beverly Boulevard intersection (i.e., provide a right-turn only lane at the eastbound approach of Beverly Boulevard and two lanes at the northbound approach of George Burns Road) are expected to reduce the potentially significant Project-related impact to a less than significant level. Furthermore, the supplemental analysis concludes that the potential traffic impacts at the remaining five West Hollywood study intersections employing the City of West Hollywood threshold criteria would be less than significant. Thus, no revisions are required to the potentially significant traffic impacts identified on page 212 in the Draft SEIR.

#### **Response 4-5**

This comment requests coordination with cities other than the City of Los Angeles (e.g., City of West Hollywood) if those cities might be impacted by the hauling of materials. This comment has been incorporated on pages xxviii and 236 of the Draft SEIR (see Correction and Additions III.A.3 and III.C.8 of this Final SEIR). This clarification has also been added to *Section II.D: Summary of Project Impacts* and *Section V: Mitigation Monitoring Program* of this Final SEIR.

#### **Response 4-6**

This comment requests that the George Burns Road/Beverly Boulevard intersection be identified as a City of West Hollywood intersection and that it be analyzed pursuant to City of West Hollywood threshold criteria.

Study Intersection No. 6 (George Burns Road/Beverly Boulevard) is located within the city limits of West Hollywood and is identified as such on page 161 of the Draft SEIR. As noted above in Response 4-4, the City of Los Angeles threshold criteria already encompasses the criteria stated for the City of West Hollywood. Page 212 appropriately identifies the impact at Intersection No. 6 as "significant", which is true regardless of which criteria are used; therefore, no change is required. A note has been included in the *Summary of Project Impacts* (see Section II.D and Correction and Addition III.A.2), however, to clarify this information for readers of the Summary.

Refer to Responses 4-1, 4-2, and 4-3 above for a discussion of the supplemental analysis of the study intersections in the City of West Hollywood that has been prepared for inclusion in the Final SEIR.

#### **Response 4-7**

This comment refers to the inclusion of traffic volume figures for the “Project Only” and “Future With Project” scenarios in the Draft SEIR. The figures for peak hour traffic volumes for the “Project Only” were provided in the Draft SEIR (see pages 188 and 189 for *Figure 38, A.M. Peak Hour Project Traffic Volumes* and *Figure 39, P.M. Peak Hour Project Traffic Volumes*). The “Future With Project” figures were included in the Traffic Impact Study provided as *Appendix E: Traffic Impact Study* to the Draft SEIR (Figures 9-5 and 9-6 for the A.M. and P.M. peak hours, respectively). These figures have been added to this Final SEIR for clarification (see Correction and Additions III.C.5 and III.C.6 of this Final SEIR).

#### **Response 4-8**

This comment acknowledges that the City of West Hollywood approves, 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 *Appendix E: Traffic Impact Study* to the Draft SEIR and a 40-scale concept plan was provided to LADOT to demonstrate the feasibility of the measure as part of the Draft SEIR traffic analysis. 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) to the City of West Hollywood Transportation Division for the mitigation measure.

Page 216 of the Draft SEIR states that the recommended mitigation measure might cause the need to remove approximately four 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 in less than significant secondary impacts. The Applicant has indicated, however, 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.

#### **Response 4-9**

This comment references the traffic mitigation measures listed in the Draft SEIR beginning on page 237 that will be completed prior to issuance of a Certificate of Occupancy for the Advanced Health Science Pavilion. As noted on page 236 of the Draft SEIR, several of these mitigation measures will be implemented as part of the Advanced Health Sciences Pavilion (Related Project No. LA 39A). Several of these measures have received preliminary design approval but are undergoing final permitting and “final sign-off “ by the Cities of Los Angeles, West Hollywood,

and Beverly Hills. The determination that the measures are feasible, along with the requirement for the measures to be completed prior to the issuance of the Certificate of Occupancy for the Advanced Health Science Pavilion (which is under construction), means that these measures will not be required for this Project. The City of West Hollywood reviewed and approved the measures (or appropriate substitute measures approved for implementation by the City of West Hollywood and the City of Los Angeles). Details of the approved measures are provided below and are included in this Final SEIR.

Regarding mitigation measure “MM TRF-N/A” on page 237 of the Draft SEIR, in reference to San Vicente Boulevard/Melrose Avenue: In its May 22, 2000 letter to the City of Los Angeles, the City of West Hollywood recommended that CSMC pay the City of West Hollywood \$15,000 for the cost of implementing “...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 payment of this fee.” The Applicant subsequently forwarded the \$15,000 payment to the City of West Hollywood on July 23, 2002. The May 22, 2000 and July 23, 2002 correspondences have been included in this Final SEIR as *Appendix J: Traffic Mitigation Measure Correspondences* to the Traffic Impact Study (Appendix E of the Draft SEIR) (see Correction and Addition III.E.8). Thus, the Applicant has no further mitigation responsibilities at the San Vicente Boulevard/Melrose Avenue intersection.

Regarding mitigation measure “MM TRF-N/A” on page 238 of the Draft SEIR, in reference to San Vicente Boulevard between Beverly Boulevard and Burton Way: In the May 22, 2000 letter, the City of West Hollywood stated 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 [Adaptive Traffic Control System] traffic signal equipment will mitigate the CSMC Master Plan traffic impacts at this location.” The ATCS equipment has been installed by the City of Los Angeles. For the right-turn lane on southbound San Vicente Boulevard, the City of West Hollywood has reviewed the construction plans and provided comments. Upon approval by the City of Los Angeles (the lead permitting agency), the engineering plans will be submitted to the City of West Hollywood Transportation Division for final approval. The improvements will be completed prior to issuance of a Certificate of Occupancy for the Advanced Health Sciences Pavilion.

Regarding mitigation measure “MM TRF-N/A” on page 239 of the Draft SEIR, in reference to Robertson Boulevard and Beverly Boulevard: In the May 22, 2000 letter, the City of West Hollywood stated that “...the installation of the ATCS [Adaptive Traffic Control System] traffic signal equipment will mitigate the CSMC Master Plan traffic impacts at this location.” The City of Los Angeles has installed the ATCS equipment.

#### **Response 4-10**

The commentor identifies concerns related to the localized high groundwater levels and the potential for impacts to adjacent areas. This issue has been addressed previously in the Original EIR (see page 33 of the Original EIR). Groundwater issues were determined to be less than



significant, as discussed in *Section VI.A: Effects Not Found to Be Significant* of the Draft SEIR. Groundwater levels in the Project Site area range from approximately seven feet to 20 feet below grade. Due to the shallow depth of the groundwater, dewatering will be required during excavation activities. Basement walls and floor slabs of the proposed subterranean structure would be waterproofed and designed to withstand the potential hydrostatic pressure imposed on the structure 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 structure. The commentor is correct that if permanent dewatering is chosen as the means to control hydrostatic pressure, it will require periodic monitoring and may also require on-going filtering of the extracted groundwater. Such monitoring is required by State and Federal regulations, however, and would be incorporated in the recommendations prepared by a licensed engineer (see Correction and Addition III.D.1. of this Final SEIR).

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.<sup>1</sup> The Newport-Inglewood Uplift and the La Brea High act as barriers restricting, but not preventing, the flow of groundwater out of the Basin.<sup>2</sup> Limited production or groundwater pumping has occurred in the Basin over the past 20 years.<sup>3</sup> 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.<sup>4</sup> 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. Drainage and subterranean flooding issues experienced by some developments in the

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<sup>1</sup> Metropolitan Water District, *Chapter IV –Groundwater Basin Reports, Los Angeles County Coastal Plain Basins – Hollywood Basin*, September 2007.

<sup>2</sup> California Department of Water Resources (DWR), *Bulletin—Coastal Plain of Los Angeles Groundwater Basin, Hollywood Subbasin*, February 27, 2004.

<sup>3</sup> Metropolitan Water District, *Chapter IV –Groundwater Basin Reports, Los Angeles County Coastal Plain Basins – Hollywood Basin*, September 2007.

<sup>4</sup> Ibid.

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.

Furthermore, because the Project would not change the permeable area from existing conditions, nor would the Project result in the extraction of local groundwater for potable water supply, the Project is not anticipated to change the volume of groundwater in the local area.

Therefore, the Project is not anticipated to result in significant impacts associated with ground water levels and the issue has been adequately addressed in the Original EIR and the Draft SEIR. For clarification, additional language has been added to pages 311 and 312 of the Draft SEIR (see Correction and Addition III.D.1 of this Final SEIR).

#### **Response 4-11**

The commentor identifies concerns that the 185-foot tall Project would cast shadows on properties in the City of West Hollywood, including on Beverly Boulevard (located north of the Project site). Shade and shadow issues were determined to be less than significant as discussed in *Section VI.A: Effects Not Found to Be Significant* of the Draft SEIR. As discussed in the Draft SEIR, the Original EIR (on pages 86-93) included a detailed shade/shadow assessment of a 175-foot tall building on the Project Site from which it was determined that the building on the Project Site would cast a maximum shadow length of 515 feet during the winter solstice. During the morning hours, the shadow would affect the low-rise office and retail buildings on the south side of Beverly Boulevard and Beverly Boulevard itself. However, because the building on the Project Site would not obstruct sunlight on any residential properties, the Master Plan would have less than significant project-level impacts on aesthetics (including visual character, artificial light, and shade/shadow), but that it would have direct and indirect cumulative impacts on views and with respect to illumination and shadows. All impacts related to aesthetics were reduced to less than significant through mitigation measures adopted from the Original EIR. The 185-foot Project would cast a similar shadow as that analyzed in the Original EIR, but would not create any new or substantially increased significant impacts beyond those analyzed in the Original EIR with respect to shade/shadows, as well as views and scenic vistas.

**COMMENT LETTER #5**



October 27, 2008

Adam Villani, Environmental Review Coordinator  
Los Angeles Department of City Planning  
200 North Spring Street, Room 750  
Los Angeles, California 90012

RE: Draft Environmental Impact Report  
Cedars-Sinai Medical Center – West Tower Project  
ENV-2008-0620-EIR

Dear Mr. Villani:

Thank you for providing the City of Beverly Hills with a copy of the Notice of Completion for the above referenced Draft Environmental Impact Report ("EIR") for the Cedars-Sinai Center Project (hereafter the "Project"). Given the project site's close proximity to the City of Beverly Hills, the City offers the following comments and requests to be kept on the project's list of interested parties and to receive copies of all notices issued regarding this. Further, the City requests a copy of any notice of determination that may be filed with respect to the Project, pursuant to the provisions of Public Resources Code Section 21197 (f).

Traffic and Circulation

- 1- There is a difference between the way Beverly Hills and this DEIR calculate LOS. The City of Beverly Hills assesses circulation impacts using the ICU method (using 1,600 vehicles per hour lane capacity). Since the City of Los Angeles uses a different method of calculation (CMA), Beverly Hills requests that the intersections of Robertson/Wilshire and La Cienega/Wilshire be studied using the City of Beverly Hills' methodology (ICU method). This will help confirm whether these two intersections are impacted with respect to our thresholds of significance. Please use

Department of Community Development, 455 N. Rexford Drive, Beverly Hills, California 90210 p (310) 285-1123 f (310) 858-9166 BeverlyHills.org

1

**COMMENT LETTER #5  
CONTINUED**

Adam Villani, Environmental Review Coordinator  
Cedars-Sinai Medical Center – West Tower Project  
October 27, 2008  
Page 2 of 4

two scenarios of the cumulative + ambient volumes to identify LOS prior to the project trips and after the project trips. Please include these calculations as an appendix item.

**1**

- 2- It is Beverly Hills' experience that streets in the area have high volumes on weekends, particularly on Saturdays, in the vicinity of centers of retail activity such as the Beverly Center and nearby retail stores. Please provide an explanation as to why an analysis of Saturday peak was not included for LOS study.

**2**

- 3- The method of estimating trip generation appears to be very conservative. Trip generation has been estimated on a per hospital bed basis. On a floor area basis, the Institute of Transportation Engineers' (ITE) *Trip Generation* manual would produce substantially higher trip generation for the project. As such, the Draft EIR may be seriously underestimating the Project's potential circulation impacts on the area. In addition, given that the Cedars-Sinai Medical Center's existing operation generates traffic, why weren't rates based on its operation either utilized or used to validate the chosen method of estimating trip generation? Please explain why the method of trip generation for the EIR was chosen.

**3**

- 4- Based on Figure 37, no trips have been distributed to Willaman Drive, yet the residential analysis in the Draft EIR indicates that eight percent of the project's daily traffic would utilize this street between Third Street and Burton Way. Please explain this inconsistency. Willaman Drive experiences considerable through traffic in Beverly Hills because signals at Third Street, Burton Way, Wilshire Boulevard, and Olympic Boulevard facilitate these movements when Robertson Boulevard and La Cienega Boulevard become congested. Therefore, the percentage of project trips distributed to and from Willaman is expected to be the highest during peak periods. There is a similar discrepancy with respect to Alden Drive, west of Robertson Boulevard. Figure 37 indicates a two percent trip distribution but the residential street analysis indicates a five percent distribution. This could affect the LOS calculations at Robertson and Alden.

**4**

- 5- Trip distribution at the Alden/Robertson intersection appears to be fairly conservative for east-bound through movement to the facility (2%). As Robertson Boulevard is reaching its one lane capacity per direction at the present time, alternative access points such as the use of local streets west of Robertson such as Alden Drive and streets in Beverly Hills would be an attractive and direct route to reach the Cedar-Sinai Medical Center. Based on this observation, it is recommended that the segment of Alden Drive between Doheny and Wetherly be studied for potential residential impact.

**5**

**COMMENT LETTER #5  
CONTINUED**

Adam Villani, Environmental Review Coordinator  
Cedars-Sinai Medical Center – West Tower Project  
October 27, 2008  
Page 3 of 4

- 6- There is a discrepancy between the Parking Analysis and the Circulation Analysis. The parking analysis addresses 87,900 square feet of medical office suites that is not addressed in the circulation analysis.

**6**

Transit Lines

- 7- In discussion of existing public transit routes (page 172 and table 25), please note in the FEIR that none of the Metro lines 218, 220, 305, 550 go through the City of Beverly Hills.

**7**

Haul Routes

- 8- Please identify the proposed haul routes. Haul routes passing through the City of Beverly Hills may be subject to certain restrictions.
- 9- Please identify the size of a typical heavy haul truck. This information is important for calculating the number of trips required for dirt removal. As a comparative base, the City of Beverly Hills uses 10 cubic yards per truck to estimate the number of trips needed to remove dirt materials.

**8**

**9**

Mitigation Measures

- 10- Page 240, MM TRF-N/A : In addition to intersections noted in paragraphs (a) and (b), the two intersections of Wilshire/Willaman and Wilshire/Gale were included in the payment of \$100,000 per intersection to the City of Beverly Hills (a total of \$400,000 for four intersections). This measure has not been completed and the City of Beverly Hills has not been paid any money for these measures and therefore, contrary to the statement made at that end of this discussion in the Draft EIR, this measure has not been completed and should be required of the proposed project.

**10**

Housing and Employment

- 11- The Draft EIR does not provide a housing/employment analysis. ITE provides rates both on a floor area basis and on a per-employee basis. ITE daily rates imply 369 employees, with corollary housing needs. While this is not a suggested approach for estimating jobs, this exercise reveals a need for a housing & employment impact analysis.

**11**

**COMMENT LETTER #5  
CONTINUED**

Adam Villani, Environmental Review Coordinator  
Cedars-Sinai Medical Center – West Tower Project  
October 27, 2008  
Page 4 of 4

The City of Beverly Hills appreciates your consideration of our continued interest in the development of projects in adjacent jurisdictions. If you have any questions regarding this letter or the City's policy's with regard to environmental review, please feel free to contact Larry Sakurai, Principal Planner, in the City's Planning Division at (310) 285-1123. Please include Larry Sakurai, Principal Planner, as the contact person for the City of Beverly Hills in your contact list for this project.

Sincerely,

  
JONATHAN LAIT  
City Planner

cc: Roderick J Wood, City Manager  
Katie Lichtig, Assistant City Manager  
Anne Browning-McIntosh, Acting Community Development Director  
David Gustavson, Director of Public Works

#### IV. COMMENT LETTERS AND RESPONSES TO COMMENTS

##### E. COMMENT LETTER NO. 5

Jonathan Lait  
City Planner, Department of Community Development  
City of Beverly Hills  
455 N. Rexford Drive  
Beverly Hills, CA 90210  
October 27, 2008

##### **Response 5-1**

This comment requests a supplemental analysis of two intersections (No. 5: Robertson Boulevard/Wilshire Boulevard, and No. 21: La Cienega Boulevard/Wilshire) located in the City of Beverly Hills to be prepared for inclusion in the Final SEIR. As requested in the comment, this supplemental analysis has been prepared based on the City of Beverly Hills traffic analysis methodology and significant impact threshold criteria (see below *Table C: City of Beverly Hills Intersection Impact Threshold Criteria*) for the study intersections for the weekday A.M. peak hour and P.M. peak hour. According to the City of Beverly Hills method for calculating the level of impact due to traffic generated by the proposed Project, a significant transportation impact is determined based on the criteria presented in Table C below.

**TABLE C**  
**CITY OF BEVERLY HILLS –INTERSECTION IMPACT THRESHOLD CRITERIA**

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 criterion for intersections forecast to operate at LOS E or F (provided on *Table 27: City of Los Angeles Intersection Impact Threshold Criteria* on page 181 of the Draft SEIR) are more strict than the significance thresholds of the City of Beverly Hills. Furthermore, 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. By comparison, the City of Los Angeles impact criterion for intersections forecast to operate at LOS E or F (provided in Table C) are more strict than those of Beverly Hills. *Table D: City of Beverly Hills Supplemental Traffic Impact Analysis* shows changes to the V/C levels and LOS at the Beverly Hills intersections, utilizing City of Beverly Hills methodology, from existing conditions with and without the proposed Project in the build-out year of 2023.

**TABLE D**  
**CITY OF BEVERLY HILLS SUPPLEMENTAL TRAFFIC IMPACT ANALYSIS**

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

Refer to the *City of Beverly Hills Traffic Impact Analysis* contained in this Final SEIR as Appendix H to the Traffic Impact Study (Appendix E of the Draft SEIR) (see Correction and Addition III.E.6) for further explanation of the supplemental impact analysis prepared based on the City of Beverly Hills traffic analysis methodology and threshold criteria. As indicated in Table D above, the Project is expected to create a less than significant impact at the two City of Beverly Hills intersections (Robertson Boulevard/Wilshire Boulevard and La Cienega Boulevard/Wilshire Boulevard) during the A.M. and P.M. peak hours based on the City of Beverly Hills impact criteria. This finding is consistent with the conclusion in the Draft SEIR (page 212) as determined based on the City of Los Angeles threshold criteria. Thus, no revisions are required to the potentially significant traffic impacts identified in the Draft SEIR. The utilization of the City of Beverly Hills impact threshold criteria has been acknowledged on page 181 of the Draft SEIR (see Correction and Addition III.C.3 of this Final SEIR).

### **Response 5-2**

This comment refers to the time periods selected for analysis in the Project traffic study and Draft SEIR and requests a response as to why analysis of Saturday peak traffic was not included in the traffic study or Draft SEIR. Pages 160 and 161 of the Draft SEIR provide a discussion regarding the traffic counts and traffic analysis periods evaluated in the traffic analysis. In order to identify the morning (A.M.) and afternoon (P.M.) peak hour for each intersection, manual traffic counts were conducted at the 22 study intersections during the weekday morning and afternoon commuter periods (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.). The peak one-hour (e.g., 7:15 to 8:15 A.M.) traffic volume was determined for each study intersection for both A.M. and P.M. peak hours. The weekday morning and afternoon commuter peak hours were evaluated in the traffic analysis consistent with the requirements provided in the LADOT *Traffic Study Policies and Procedures* manual, March 2002. In general, the weekday commuter peak hours are analyzed as they correspond to the time periods of the highest traffic volume at the study intersections in combination with the peak generation of trips by the Project. Thus, the highest potential for significant traffic impacts caused by the Project would occur during the weekday commuter peak hours, not on Saturdays. Though traffic volume (and congestion) at Saturday



peak hours may be at or near the levels documented in the traffic study, in general, traffic counts conducted during the weekday A.M. and P.M. commuter periods are representative of peak periods found at the study intersections, including conditions that may occur through other parts of the day, or during other days of the week (i.e., weekends). Thus, analysis of traffic during other periods of the day, or on other days of the week (i.e., such as a weekend peak hour as suggested in the comment) is already covered within the existing analysis.

The formulation of the Project trip generation forecast is summarized in *Section IV.D: Transportation and Circulation*, beginning on page 185 of the Draft SEIR, and in *Section 6.0 of Appendix E: Traffic Impact Study* of the Draft SEIR. The proposed Project will include 100 inpatient beds (equivalent to 200,000 square feet of floor area) of additional authorized inpatient development on the CSMC Campus beyond the current authorized development previously approved by the City of Los Angeles. Traffic volumes expected to be generated by the proposed Project during the weekday A.M. and P.M. peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 7th Edition, 2003. Traffic volumes expected to be generated by the proposed Project were based upon rates per number of hospital beds. ITE Land Use Code 610 (Hospital) trip generation average rates were used to forecast the traffic volumes expected to be generated by the 100 new inpatient hospital beds planned for the proposed Project. LADOT reviewed and approved the trip generation methodology and forecast used in the traffic study, per correspondence to the Department of City Planning, dated July 15, 2008 (see *Appendix F: Memorandum of Understanding and LADOT Approval* of the Traffic Impact Study included as Appendix E to the Draft SEIR).

As shown in *Table 28: Project Trip Generation*, page 185 of the Draft SEIR, the Project is forecast to generate 113 vehicle trips during the weekday A.M. peak hour and 130 vehicle trips during the weekday P.M. peak hour, which best represent the highest peaks of traffic during a typical week. For comparison purposes, however, the *Trip Generation* manual was consulted for potential trip generation during a Saturday and Sunday mid-day peak hour. Based on the trip rate factors provided therein, the Project is forecast to generate 100 vehicle trips during the Saturday mid-day peak hour and 103 vehicle trips during the Sunday mid-day peak hour. Both of the hourly generation volumes during the weekend are less than the weekday commuter peak hour periods evaluated in the Draft SEIR. Thus, the traffic analysis in the Draft SEIR already provides an appropriate worst-case assessment of the potential traffic impacts of the Project in terms of evaluating the peak period of traffic associated with the Project on the adjacent street system. Therefore, the analysis of additional peak periods of traffic, especially on Saturdays, was already covered under the conservative analysis in the Draft SEIR.

### **Response 5-3**

This comment refers to the methodology of the vehicular trip generation forecast utilized for the Project in the traffic study and Draft SEIR. Refer to Response 5-2 to reiterate discussion regarding the preparation of the trip generation forecast for the Project as described in the Draft SEIR. As referred to in the comment, trip generation forecast is based on the number of hospital beds proposed as part of the Project. The comment is also correct that the ITE *Trip Generation* manual provides trip rates for hospitals based on floor area. However, this method would have

resulted in a substantial overstatement of the potential trips that would be generated by the Project.

The determination for using the ITE trip rates per bed was based on the planned building program of the Cedars-Sinai Master Plan, which is intended to replace older buildings with new facilities that best meet the needs of patients and physicians. The planned building program has been designed to provide newer, safer, more efficient and state of the art inpatient facilities. These facilities encompass more floor area on a per bed basis primarily due to larger, more comfortable hospital rooms and inpatient medical support facilities (e.g., imaging, etc.), as well as larger areas for administrative services, visitor amenities, etc. In general, the additional floor area is intended to accommodate more space for maneuvering and equipment needs, but not necessarily for more people. The Applicant has determined that, while a prior model of one hospital bed for every 1,000 square feet of hospital floor area was appropriate, the more current model is one hospital bed for every 2,000 square feet of hospital floor area.

It is noted on page 1091 of the ITE *Trip Generation* manual that the trip rates in the manual are based on traffic counts conducted at existing hospitals that were "...surveyed from the 1960s to the 1990s throughout the United States." Thus, the ITE trip rates do not reflect the more recent trend of providing more floor area per hospital bed. Thus, the trip generation forecast based on hospital beds is appropriate (and more accurate) compared to using the trip rates based on floor area.

Existing trip generation patterns of the CSMC Campus were also considered in the Draft SEIR. As it is noted on page 218 of the Draft SEIR, traffic counts were conducted at the existing CSMC driveways for purposes of comparing current trip generation patterns at the Campus to a forecast of the traffic generated by the existing facilities based on the ITE trip rates (including use of the ITE trip rates for hospitals on a per bed basis for the existing medical center). As discussed on page 218 of the Draft SEIR, the existing CSMC Campus generates a total of 1,921 P.M. peak hour trips. In contrast, the existing CSMC facilities are forecast to generate a total of 2,994 P.M. peak hour trips based on the ITE trip rates. This indicates that the ITE trip rates highly overstate the existing traffic by approximately 50%. Thus, use of the ITE trip rates (including the trip rate for hospitals on a per bed basis) is appropriate and sufficient for purposes of assessing the potential traffic impacts of the Project.

#### **Response 5-4**

This comment refers to the analysis of residential street segments provided on pages 220-224 in the Draft SEIR and requests clarification as to why separate Project-related vehicle trip assignment patterns were utilized in the analysis of study intersections as compared to the analysis of residential street segments. *Section IV.D.: Transportation and Circulation*, beginning on page 220 of the Draft SEIR and *Appendix E: Neighborhood Street Segment Analysis* to the Traffic Impact Study (Appendix E of the Draft SEIR) (see Correction and Addition III.E.3) provide a summary of the neighborhood street segment analysis prepared to evaluate potential Project-related impacts on local residential streets. The residential street segment analysis was prepared in response to questions and comments received during the NOP process for the proposed Project in order to provide a worst-case scenario for traffic impacts, not only for major

study intersections, but also for small residential streets in the Project area. The significance of the potential impacts of Project-generated traffic at the study street segments was identified using criteria set forth in the City's *Traffic Study Policies and Procedures* manual (March 2002). *Table 31: Residential Street Segment Impact Threshold Criteria* on page 222 of the Draft SEIR presents the City of Los Angeles residential street segment impact threshold criteria.

A total of 11 residential street segments in the Project area were analyzed to determine the potential Project-related impacts of cut-through traffic on these residential streets. Willaman Drive, which is located to the south of the CSMC Campus and is the subject of the comment was included in the traffic study. The study street segments were selected for analysis based on the NOP comments and proximity to the CSMC Campus. The analyzed street segments are situated within well-established, built-out residential neighborhoods, which do not offer many opportunities for direct cut-through traffic. As such, nearly all Project-related traffic is anticipated to travel along the key arterials that provide direct access to the CSMC Campus (i.e., Beverly Boulevard, San Vicente Boulevard, Third Street, and Robertson Boulevard). A small number of Project-related motorists may use local residential streets that feed into the CSMC Campus as alternate routes of travel based on perceived convenience, such as Alden Drive, Hamel Drive, Willaman Drive, and Sherbourne Drive. A smaller portion of Project-related motorists could potentially use local streets that do not directly feed into the CSMC Campus, including Ashcroft Avenue, Rosewood Avenue, Bonner Drive, and Huntley Drive.

The differences in the trip assignments utilized for the analysis of study intersections as compared to the analysis of study street segments was done to provide a worst-case assessment for each evaluation. Both analyses utilize the same traffic generation rates for the Project. For each analysis, the higher percentage of trips was utilized to provide a worst-case analysis of traffic. However, this means the highest percentage of traffic was assigned to the study intersections for the intersection analysis and the highest practical percentage of Project-related traffic was assigned to the local streets for the street segment analysis. The differences in percentages provided in the study intersection analysis and the street segment analysis are not differences in the overall amount of traffic produced by the Project; rather, the differences are in the trip distribution of Project traffic at the study intersections and study street segments. Since the study intersection analysis is based on CMA, trips were distributed at intersections in a manner that would produce the worst-case scenario from the Project. Similarly, in producing a worst-case scenario along the residential streets in the Project area, the highest potential percentage of traffic was distributed to the street segments based on their existing traffic and proximity to the CSMC Campus. As a result, each analysis provides a worst-case assessment of potential Project-related impacts for that issue.

The distribution and assignment of the Project's forecast daily traffic to the analyzed residential street segments was determined based on the street's current relative traffic volumes, as well as 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), 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 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, 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.) that LADOT approved for use in the traffic study. To provide the worst-case assessment of the potential Project-related impacts to the local residential streets, however, 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).

*Table 32: Summary of Street Segment Analysis* on page 223 of the Draft SEIR summarizes the street segment analysis of potential Project-related impacts on local residential streets. As summarized in *Table 32: Summary of Street Segment Analysis*, application of LADOT threshold criteria indicated that the Project is not anticipated to produce substantial cut-through traffic on local residential streets. Even with an overstated assignment of Project-related daily traffic on local residential streets (e.g., Willaman Drive is shown on Table 32 to accommodate 8% of Project-related daily traffic on the segment north of Burton Way and 5% of Project-related daily traffic on the segment south of Burton Way), the potential effects are deemed less than significant because the incremental increase in cut-through traffic due to the Project is substantially below the significance thresholds used by LADOT.

In the case of Willaman Drive, as shown in *Figure 37: Project Trip Distribution* (on page 187 of the Draft SEIR), the intersection analysis shows that all of the potential Project trips associated with through-traffic on Willaman Drive were distributed to the intersections with Third Street and Wilshire Boulevard which provides a worst-case scenario at those study intersections. The street segment assessment analyzes 8% and 5% of trips distributed to the two street segments along Willaman Drive and provides the worst-case scenario along this segment to determine any potential significant impacts. Similarly, for Alden Drive, 32% of Project trips were distributed to turning movements onto Robertson Boulevard to provide a worst-case scenario at the Robertson Boulevard/Beverly Boulevard and Robertson Boulevard/Third Street intersections. For the street segment analysis, however, 5% of Project-related trips were distributed to Alden Drive between Swall Drive and Clark Drive to provide the worst-case scenario. No significant impact was found.

### **Response 5-5**

This comment requests that analysis be performed for the street segment of Alden Drive between Doheny Drive and Wetherly Drive. Refer to Response 5-4 for a discussion regarding the preparation of the residential street impact analysis for the Project as described in the Draft SEIR. As noted in *Table 32: Summary of Street Segment Analysis* on page 223 of the Draft SEIR, the residential street segment of Alden Drive between Swall Drive and Clark Drive (which is immediately west of Robertson Boulevard) was evaluated for potential impacts due to the Project. As concluded in *Table 32: Summary of Street Segment Analysis*, the potential impacts to the Alden Drive street segment, between Swall Drive and Clark Drive, due to the Project were found to be less than significant even with a generous assignment of 5% of Project-related traffic. The segment of Alden Drive referenced by the comment (between Doheny and Wetherly) is located approximately one-half mile west of the segment of Alden Drive analyzed

in the Draft SEIR. Thus, it is reasonable to conclude that the Project would have less than significant impacts on the segment identified in this comment because traffic disperses on intervening streets moving away from the CSMC Campus.

### **Response 5-6**

This comment requests clarification of how the 87,900 square feet of proposed Medical Suites floor area is addressed in the traffic analysis and parking analysis. Refer to Response 5-2 for discussion regarding the preparation of the trip generation forecast for the Project as described in the Draft SEIR. The Project will include 100 inpatient beds (equivalent to 200,000 square feet of floor area) of additional authorized inpatient development on the CSMC Campus beyond the current authorized development previously approved by the City of Los Angeles. Authorization of the Project will consist of three components:

1. The proposal to develop 100 new inpatient beds (200,000 square feet);
2. Replacement of the existing 90,000 square feet of building floor area and uses contained within the Existing Building at the Project Site; and
3. Development of the anticipated 170,650 square feet of remaining floor area entitled in 1993 under the Development Agreement and Master Plan (pursuant to Ordinance Nos. 168,847).

Of these three components, only the 100 new inpatient beds (200,000 square feet of floor area) is considered “new” because the 90,000 square feet of building floor area associated with the Existing Building is existing space and the 170,650 square feet of building floor area associated with the existing Development Agreement and Master Plan is entitled and considered in the traffic analysis as a Related Project. The traffic and parking impacts associated with the 700,000 square feet of building floor area approved under the existing Development Agreement and Master Plan were analyzed in the Original EIR.

It is noted on *Table 1: Summary of Master Plan Development Completed Through 2008*, pages 19 and 20 of the Draft SEIR, that 87,900 square feet of Medical Suites is available under the current CSMC development rights pursuant to the 1993 approval (assuming construction of the Advanced Health Sciences Pavilion building). Also as shown on *Table 1: Summary of Master Plan Development Completed Through 2008*, the 87,900 square feet of Medical Suites area is part of the overall 170,650 square feet of remaining development rights. *Table 2: Summary of Uses and Square Footages in Project*, page 26 of the Draft SEIR, shows how the 87,900 square feet of Medical Suites floor area is proposed to be included as part of the Project. Since the remaining development rights are allowed to be developed with or without the Project, their potential trips were evaluated as part of the analysis of Related Projects. Specifically, the remaining development rights are considered as Related Project No. LA39B on *Table 30: Related Project Traffic Generation*, page 202 of the Draft SEIR. Thus, the potential trips associated with the build-out of the entitled Medical Suites floor area was appropriately considered in the traffic analysis.

With respect to parking, the required parking for the 87,900 square feet of Medical Suites was considered in the parking analysis. Specifically, Item No. 15 on *Table 34: Future CSMC*

*Campus Parking Summary*, page 231 of the Draft SEIR, allocates the required parking for the Medical Suites floor area. As shown in Table 34, 440 parking spaces (at 5.0 spaces per 1,000 square feet of floor area) are allocated to the 87,900 square feet of Medical Suites floor area and, thus, its demand is appropriately considered in the total required parking for future development at CSMC.

#### **Response 5-7**

This comment refers to a request by the commentor to note in the Final SEIR that some of the Metro lines discussed in the Draft SEIR (lines 218, 220, 305, and 550) do not travel through the City of Beverly Hills. *Section IV.D., Transportation and Circulation*, beginning on page 172 of the Draft SEIR, and in Section 4.0 of *Appendix E: Traffic Impact Study* of the Draft SEIR, provide a summary of the public bus transit service provided in the vicinity of the CSMC Campus. As noted in *Table 25: Exiting Public Transit Routes* of the Draft SEIR, the source for the Metro transit routes in the CSMC Campus area was its website (i.e., <http://www.metro.net>). The transit route schedules for each of the four routes (i.e., Metro lines 218, 220, 305 and 550) provided on the Metro website refer to Beverly Hills. Copies of the route schedules and maps for the four routes are contained in this Final SEIR as *Appendix I: Metropolitan Transit Authority Bus Route Schedule and Maps* to the Traffic Impact Study (Appendix E to the Draft SEIR) (see Correction and Addition III.E.7) for reference. Further information on the four cited routes is listed below:

- Metro Route 218: The nearest roadway to the City of Beverly Hills that Metro 218 travels is Third Street between George Burns Road and Fairfax Avenue. Metro 218 connects with the Metro 305 and 550 routes, which travel adjacent to the City of Beverly Hills along San Vicente Avenue, as well as Metro Rapid Bus 705 which travels through the City of Beverly Hills via La Cienega Boulevard.
- Metro Route 220: Metro 220 traverses the City of Beverly Hills via Robertson Boulevard between Burton Way and the southerly City limit.
- Metro Route 305: The nearest roadway to the City of Beverly Hills that Metro 305 travels is along San Vicente Boulevard along the easterly City limit.
- Metro Route 550: The nearest roadway to the City of Beverly Hills that Metro 550 travels is along San Vicente Boulevard along the easterly City limit.

#### **Response 5-8**

This comment requests disclosure of the proposed haul route, which may be subject to certain restrictions if passing through the City of Beverly Hills. This recommendation for coordination with cities other than the City of Los Angeles (e.g., City of Beverly Hills) if potentially impacted by the hauling of materials is noted and has been incorporated on pages xxviii and 236 of the Draft SEIR (see Correction and Additions III.A.3 and III.C.8 of this Final SEIR). This clarification has also been added to the *Summary of Project Impacts* (see Section II.D of this Final SEIR) and the Mitigation Monitoring Program (see Section V of this Final SEIR).

### **Response 5-9**

This comment requests identification of the typical size of a construction haul truck. It is stated on page 182 of the Draft SEIR that the assessment of potential traffic impacts related to construction of the Project assumes that 14 cubic yards of material would be hauled per truck. This is based on the assumption that the Applicant will primarily utilize 20-cubic-yard trucks 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 assumed that the trucks would carry an average of 14 cubic yards per vehicle. This quantity has been assumed in the estimate of the number of trucks needed to remove material from the site in order to construct the Project.

### **Response 5-10**

This comment refers to payment by the Applicant to the City of Beverly Hills in the maximum amount of \$400,000 for intersection improvements at four intersections. According to the CSMC Development Agreement, CSMC is required to contribute to the design and installation of ATISAC or Quicnet systems at the intersections of Wilshire Boulevard/Gale Drive and Wilshire Boulevard/Willaman Drive in an amount not to exceed \$100,000 for each intersection. Furthermore, according to the Q Conditions in Ordinance No. 168,847, CSMC is required to contribute to the design and installation of ATISAC or Quicnet systems at the intersections of Robertson Boulevard/Wilshire Boulevard and La Cienega Boulevard/Wilshire Boulevard in amount not to exceed \$100,000 for each intersection. In sum, a maximum total of \$400,000 is required as contribution to the City of Beverly Hills. It is noted on page 236 of the Draft SEIR that these improvement measures and the noted payment will be completed prior to the issuance of a Certificate of Occupancy for the Advanced Health Sciences Pavilion. Thus, the \$400,000 required payment is not delinquent, as the Advanced Health Sciences Pavilion has not been issued a Certificate of Occupancy. Nevertheless, the Applicant transmitted payment to the City of Beverly Hills on December 3, 2008 and a letter dated December 3, 2008, acknowledging the payment, was received by the Lead Agency.

### **Response 5-11**

The commentator suggests that a housing/employment impact analysis is required because the Project will generate jobs for an estimated 369 employees (based on the ITE rates used for traffic assessment). However, the commentator has not identified any potential impacts associated with this increase in employment. 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.

In the Original EIR, it was acknowledged that increases in employment opportunities at CSMC may cause some potential employees to seek housing in relatively close proximity to the Campus. However, the Project would not result in a substantial change to conditions previously considered in the Original EIR or the Wilshire Community Plan. According to the 2000 Census, the Wilshire Community Plan area contained a total population of 289,007 residents.<sup>5</sup> The City of Los Angeles has estimated that in 2007, the total population of the Plan area has increased to approximately 313,729 residents, representing an annual growth rate of 1.11%.<sup>6</sup> Furthermore, the Los Angeles Citywide General Plan Framework EIR (Section 2.3 Housing and Population) projects a total population for the Plan area of 337,144 people by a year 2010 planning horizon. As such, the potential growth from the Project is within the anticipated growth projections of the Wilshire Community Plan. As a result, the Project's potential impacts associated with population and housing would be less than significant and the issue has been adequately addressed in the Original EIR and the Draft SEIR.

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<sup>5</sup> City of Los Angeles, Department of City Planning, Demographic Research Unit, *Department of City Planning website* <http://cityplanning.lacity.org/DRU/C2K/C2KRpt.cfm?geo=cp&sgo=ct#>, 2000 Census.

<sup>6</sup> Ibid.



**COMMENT LETTER #6**



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

October 24, 2008

Adam Villani  
Environmental Review Coordinator  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

RECEIVED  
CITY OF LOS ANGELES

OCT 30 2008

ENVIRONMENTAL  
UNIT

Dear Mr. Villani:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Cedars-Sinai Medical Center – West Tower Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

The Traffic Impact Analysis prepared for the Draft EIR satisfies the traffic requirements of the proposed project. However, the Transit Plan highlighted on page 36, Figure 14 of the Draft EIR should be revised for the Final EIR:

The proposed re-routing and relocation of bus layovers for Metro bus lines 16/316 and 218 would lengthen these routes and subject the buses to additional traffic on Beverly Drive, thereby slowing bus speeds and increasing Metro's operating costs. Therefore, the proposed re-routing and relocation of bus layovers for these Metro bus lines should be considered temporary during the course of construction. Lines 16/316 and 218 should return to their former layover locations when construction is complete.

1

Metro looks forward to reviewing the Final EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Susan Chapman

Sincerely,

Susan Chapman  
Program Manager, Long Range Planning Manager



#### IV. COMMENT LETTERS AND RESPONSES TO COMMENTS

##### F. COMMENT LETTER NO. 6

Susan Chapman  
Program Manager, Long Range Planning Manager  
Los Angeles County Metropolitan Transportation Authority (Metro)  
One Gateway Plaza  
Los Angeles, CA 90012-2952  
October 24, 2008

##### **Response 6-1**

The commentor notes that Metro does not currently have plans to make permanent changes to the existing transit routes and stops in the vicinity of the Project. This comment is in response to *Figure 14: Transit Plan* in the Draft SEIR, which shows both the existing and the Applicant's recommended future transit stops that serve the CSMC Campus. These recommendations for transit route and transit stop relocations were made with the intent to best reflect ridership needs and promote pedestrian and access safety within and around the CSMC Campus, based on the experience of CSMC. While no changes to the existing public transit routes are required due to the Project, the Applicant will continue to coordinate with Metro and local transit providers to facilitate potential route adjustments that may best reflect ridership needs and promote safety within and around the CSMC Campus. Ultimately, any changes to the transit route and stop locations will be at the discretion of Metro. Page 35 of the Draft SEIR has been revised to reflect this clarification (see Correction and Addition III.B.1 of this Final SEIR).



**COMMENT LETTER #7**

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Edward J. Casey

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E-mail: ed.casey@alston.com

October 27, 2008

Via E-mail and U.S. Mail

Adam Villani  
Environmental Review Coordinator  
Environmental Review Section  
Department of City Planning  
200 North Spring Street, Room 750  
Los Angeles, CA 90012  
[Adam.Villani@lacity.org](mailto:Adam.Villani@lacity.org)

Re: Cedars- Sinai Medical Center West Tower Project  
Comments to September 2008 Draft SEIR No. ENV 2008-0620-EIR

Dear Mr. Villani:

The Decurion Corporation ("Decurion") hereby submits the following comments to the City of Los Angeles Department of City Planning ("City") regarding the above-referenced proposed project (the "Project") Supplemental Draft Environmental Impact Report (the "Cedars SDEIR"). These comments follow Decurion's April 7, 2008 letter [copy attached] to the City regarding the Project, which letter is reiterated and incorporated herein by reference.

Thank you for the opportunity to review the Cedars SDEIR. Decurion's additional comments at this time focus on the issue of the primary access point proposed for the Project. Currently, the main access points to parking for the Cedars Sinai Medical Complex ("CSMC") are from George Burns Road, which runs north/south through the medical complex with bilateral access. The Cedars SDEIR indicates that the Project proposes relocating primary access to Alden Drive.

The Cedars SDEIR acknowledges that the Project is anticipated to create significant traffic impacts at two Project area intersections ("Intersection Nos. 2 and 6" as identified in the Cedars SDEIR). Intersection No. 2 is the newly proposed primary access to the Project site, Robertson Boulevard/Alden Drive-Gracie Allen. As mentioned in Decurion's April 7, 2008 letter to the City, Decurion owns an office building with an

**COMMENT LETTER #7  
CONTINUED**

Adam Villani  
October 27, 2008  
Page 2

existing parking entrance and truck dock accessed via Alden Drive. Accordingly, Decurion is concerned that the proposed parking entrance at Alden Drive, adjacent to Decurion's own parking, will create unnecessary congestion and parking access/egress obstacles for Decurion's employees and guests, as well as have significant adverse impacts on neighboring office, commercial and retail businesses and their patrons.

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As stated in the Cedars SDEIR:

1. The Project will have significant impacts at Intersection No. 2 during both morning and evening peak hours as demonstrated in Table 26: Summary of Volume-To-Capacity Ratios and Levels of Service utilizing the City's traffic threshold criteria. [SDEIR, p. 212.]
2. "As a result, the Project would cause significant impacts for the two intersections [referencing Intersections No. 2 and No. 6]. However, with implementation of mitigation measure improvements, the impacts for both intersections will reduce the potentially significant Project-related impacts to less than significant levels." [SDEIR, p. 212.]

However, the SDEIR also states that Project impacts at Intersection No. 2 may not be mitigated to a less than significant level and that if implemented proposed mitigation measures may result in significant impacts themselves:

3. "While the recommended mitigation measure is feasible [referencing Intersection No. 2], it is noted that the Lead Agency [City] may determine that the removal of on-street parking spaces shall not be permitted, and thus not allow implementation of the recommended mitigation measure [i.e., removal of several on-street parking spaces at Robertson]. In this circumstance, a significant unmitigated impact would result for this intersection and a Statement of Overriding Considerations should be adopted." [SDEIR, p. 245.]
4. The Cedars SDEIR acknowledges that the proposed mitigation measures for the two significantly impacted study intersections, including Intersection No. 2, will require the removal of up to ten (10) on-street parking spaces along the east side of Robertson Boulevard, which is determined to have a significant adverse effect for on-street parking. [SDEIR, p. 232.]

**COMMENT LETTER #7  
CONTINUED**

Adam Villani  
October 27, 2008  
Page 3

5. The Cedars SDEIR also acknowledges that the proposed mitigation measures for the two significantly impacted study intersections, including Intersection No. 2, will require the reducing of sidewalk width from existing conditions in the Project vicinity, a second adverse effect of mitigation measure implementation. [SDEIR, pp. 215-216.]

The Cedars SDEIR concedes that the mitigation proposed for Intersection No. 2 is likely infeasible and that impacts at Intersection No. 2 are likely to remain significant and unavoidable at Project completion.<sup>1</sup> CEQA requires that all Project impacts be mitigated to the extent feasible. [See CEQA Guidelines § 15091 (a)(3).] This obligation cannot be avoided by adopting a Statement of Overriding Considerations. [See CEQA Guidelines § 15092 (b)(2)(A).] Feasible mitigation can include an alternative Project design. [See CEQA Guidelines § 15126.2 (b).] Where impacts can be alleviated by imposing an alternative design, the implications of such design, and the reasons for why the project is being proposed despite the alternative design's potential to reduce significant impacts, must be described in the environmental document prepared for such project. [Id.] The significant and unavoidable impact at Intersection No. 2 would likely be avoided if CSMC's primary parking access were maintained at George Burns Road. Accordingly, Decurion requests that the Cedars SDEIR be revised to analyze whether maintaining CSMC's primary access at George Burns Road is feasible.

Even if the mitigation proposed for Intersection Nos. 2 is feasible and is ultimately implemented, the potential impacts to surrounding businesses [e.g. Decurion] resulting from its implementation are not discussed in the Cedars SDEIR. CEQA requires that effects of a proposed mitigation measure be discussed in at least some detail, where a mitigation measure has the potential to cause significant effects in addition to those that would be caused by the proposed project. [CEQA Guidelines § 15126.4 (D).] While Cedars SDEIR pp. 215-16 and 233 acknowledge the potential for impacts resulting from proposed Intersection Nos. 2 mitigation measures, there is little discussion of what these impacts might be in the analysis. Given the mitigation measure's potential to

<sup>1</sup> In addition, Decurion is concerned that impacts at Intersection No. 2 may actually be greater than disclosed in the Cedars SDEIR. In order to account for unknown Related Projects not included in the Project traffic analysis, an ambient growth rate of one percent [1.0%] per year to the year 2023 was added to existing traffic volumes as part of the analysis. [SDEIR, p. 192.] The general traffic growth factors for the Westside of Los Angeles provided in the *2004 Congestion Management Program for Los Angeles County* (the "CMP"), and required for use as a minimum ambient growth rate by the CMP, are greater than 1.0 in every year between 2005 and 2025. [See CMP Appendix B, B-9.] Thus, it appears as though the Cedars SDEIR may underestimate potential impacts to Intersection No. 2.

**COMMENT LETTER #7  
CONTINUED**

Adam Villani  
October 27, 2008  
Page 4

impact Decurion and other surrounding businesses, Decurion requests that its potential impact be further analyzed in the Cedars SDEIR.

Decurion hopes that the City will reconsider design plans that will change the CSMC primary surface parking entrance. If the City chooses not to reconsider the relocation of CSMC's primary parking entrance, Decurion requests that the City revise and recirculate the SDEIR to address the feasibility of maintaining the existing CSMC parking entrance, potential impacts of proposed mitigation, and the possibility that overall traffic impacts are underestimated in the SDEIR.

As mentioned in our prior letter, Decurion commends CSMC for introducing the proposed project and looks forward to a design that is compatible with and integrates into the surrounding community.

Please feel free to contact me at (213) 576-1005 if you have any questions regarding Decurion's comments.

Very truly yours,



Edward J. Casey

EJC/ysr

cc: Elisa L. Paster, Esq. – Paul, Hastings, Janofsky & Walker  
John Manavian – Robertson Properties Group  
David Hokanson – Robertson Properties Group  
Dinh Huynh – Decurion Corporation, Representing Robertson Properties Group

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4

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#### IV. COMMENT LETTERS AND RESPONSES TO COMMENTS

##### G. COMMENT LETTER NO. 7

Edward J. Casey  
Alston & Bird LLP  
333 South Hope Street, 16<sup>th</sup> Floor  
Los Angeles, CA 90071-1410  
October 27, 2008

On behalf of The Decurion Corporation

##### **Response 7-1**

The commentor summarizes factual information excerpted from the Draft SEIR regarding access, level of service, and parking in the vicinity of Robertson Boulevard/Alden Drive-Gracie Allen Drive (Study Intersection No. 2), set forth in *Section IV.D: Transportation and Circulation* (pages 157 to 245) of the Draft SEIR. As presented, the commentor's characterization of the anticipated impact at Intersection No. 2 is essentially correct. The Project access is from Alden Drive-Gracie Allen Drive. Increased trips due to vehicles entering/exiting from this access point due to the Project will reduce the level of service at nearby Intersection No. 2 (Alden Drive-Gracie Allen Drive at Robertson Boulevard) and result in an impact requiring mitigation to reduce the impact to a less than significant level.

The commentor asserts (on page 2, point no. 4) that the proposed mitigation measures in the Draft SEIR "will require the removal of up to ten (10) on-street parking spaces along the east side of Robertson Boulevard, which is determined to have a significant adverse effect for on-street parking." However, as indicated on pages 215, 216, and 232 of the Draft SEIR, the mitigation measures will require the removal of up to six spaces along the east side of Robertson Boulevard and up to four spaces along the south side of Beverly Boulevard, for a total removal of up to ten spaces at both locations. Implementation of the recommended mitigation to address level of service impacts at Intersection No. 2 would also require a reduction in the width of the public sidewalk from approximately 12.5 feet to 10 feet. These modifications would result in a secondary impact to adjacent businesses and pedestrians due to the reduction in available patron parking and slightly more congested sidewalk space. The Draft SEIR acknowledges the possibility that the City may not approve the recommended mitigation, thereby retaining the on-street parking and sidewalk configuration as currently exists, electing instead to accept a reduced level of service at Intersection No. 2. The Draft SEIR, however, does not "concede" that the mitigation at Intersection No. 2 is infeasible. Rather, the Draft SEIR properly identifies the potential secondary (indirect) impacts due to implementation of the mitigation measure, as CEQA requires (see CEQA Guidelines §15126.4). Disclosure of these facts allows for the decision makers to decide if accepting the secondary impacts out-weighs the value of the traffic mitigation.

### **Response 7-2**

The commentor suggests that the level of impact identified in the Draft SEIR for Intersection No. 2 may be understated because future growth used to analyze the impacts were underestimated by use of different growth rates than those provided in the *2004 Congestion Management Plan for Los Angeles County* (CMP). The Project traffic analysis assumed an ambient growth rate of one percent (1%) per year to Year 2023 (page 192 of the Draft SEIR). The commentor is concerned that this growth rate may be too low because the CMP appears to provide ambient growth rates that are greater than 1% through Year 2025, as provided in Exhibit B-1 (page B-9) of the CMP.

The values provided in CMP Exhibit B-1 are growth factors and not growth percentages; however, these values can be used to establish the annual growth rate. Factoring the CMP growth rate requires that the comparative CMP years be averaged for the term between years. This average is calculated by subtracting the baseline year factor from the buildout year factor and dividing by the number of intervening years. For example, assuming a 2005 baseline year with a 1.036 factor and a 2025 buildout year with a 1.219 factor, the calculation would be as follows:

$$\frac{1.219 - 1.036}{20 \text{ years}} = 0.00915 \times 100 = 0.92\%$$

In this example, 0.92% represents the average annual increase in ambient growth. That is, an ambient background rate established as 1.0 during year one, would increase by 0.92% to 1.009 for year two, 1.018 for year three, and 1.028 for year four, etc. The traffic analysis for the Project assumed a 1.0% growth factor, which is slightly greater than the rate provided in the CMP. Therefore, the ambient growth rate used to evaluate Project traffic impacts is consistent with guidelines of the CMP, as well as guidelines required by LADOT. These guidelines are used as a standard for all projects evaluated by the Lead Agency. Utilization of the 1.0% ambient growth rate estimation for future traffic/trip conditions exceeds that of the CMP rates.

### **Response 7-3**

The commentor suggests that the Project does not consider nor incorporate other potentially feasible mitigation measures that could reduce impacts at Intersection No. 2, while maintaining the on-street parking and sidewalk configuration as currently exists. Specifically, the commentor asserts that significant impacts to Intersection No. 2 could be avoided if the Project access were moved to George Burns Road. Presumably, the commentor assumes that Project vehicles would access the West Tower primarily from the Beverly Boulevard/George Burns Road intersection (Study Intersection No. 6) if the access were relocated.

The suggestion to move the access driveway oversimplifies the situation and would not provide the desired result to eliminate significant impacts at Intersection No. 2. Relocation of the Project access alone would not necessarily reduce significant impacts to Intersection No. 2. Designs for an alternate Project access were considered during the conceptual planning stages for the Project, but were rejected early in the process because the current design afforded a configuration that

minimized pedestrian conflicts, enhanced traffic safety and minimized intersection impacts better than the alternate configurations.

Furthermore, changing the Project access may result in increased impacts at other local intersections. The Project trip distribution (see *Figure 37: Project Trip Distribution* in the Draft SEIR) shows that vehicle trips to the Project are distributed from several locations. In fact, the Draft SEIR anticipated that only 34% of the Project trips would access the site from Intersection No. 2. The remaining 66% of the trips come from other access points (located to the north, east and south) to the CSMC Campus. Trip distribution assumptions are influenced primarily by regional trip patterns; thus, specific driveway locations have only a limited influence. Relocating the Project access further east on Gracie Allen Drive, or around the corner to George Burns Road, would not affect the Project trip distribution significantly from what is shown in *Figure 37: Project Trip Distribution*. Hence, a reduction in the number of Project trips moving through Intersection No. 2 would not be anticipated if the access was moved, and similar significant impacts would remain.

The only way to influence trips effectively to accomplish the effect desired by the commentor (i.e., reduce vehicles accessing the Project from Robertson Boulevard), would be to close off and/or restrict access to/from Robertson Boulevard at Alden Drive-Gracie Allen Drive. As a result, the distribution patterns would have to be changed to show that 34% of the trips would be redistributed to the three other locations that provide access to the Project Site (i.e., Beverly Boulevard/George Burns Road, San Vicente Boulevard/Gracie Allen Drive, and Third Street/George Burns Road-Hamel Drive). With this redistribution of trips, impacts at other surrounding intersections would be increased, including impacts to Intersection No. 6 (George Burns Road/Beverly Boulevard), which already requires mitigation (including removal of on-street parking) due to significant impacts to the level of service. Because of the built-out conditions along those roadways, there is little opportunity for additional improvements without physically removing or affecting some businesses. Under the existing localized congested traffic conditions, the consolidation of trips from four points to three points is not a feasible solution as this would simply shift, and most probably exacerbate and increase, the impact from one intersection to several others. The issue of traffic congestion and mitigation on Robertson Boulevard and Alden Drive-Gracie Allen Drive is further discussed in Response 9-4 to a comment provided by the Robertson Community Association.

#### **Response 7-4**

The commentor requests that secondary impacts (i.e., impacts to surrounding businesses) due to implementation of mitigation proposed for Intersection No. 2 be discussed in the Final SEIR. As pointed out by the commentor, however, secondary impacts are already discussed on pages 215, 216, 232 and 233 of the Draft SEIR. On page 215, the Draft SEIR concludes that a reduction in sidewalk width would have a less than significant impact on pedestrians and patrons to adjacent/local businesses; hence, further discussion is not necessary. On page 233, the Draft SEIR concludes that a reduction in on-street parking may result in a significant adverse impact to local businesses along Robertson Boulevard and Beverly Boulevard whose patrons depend on the on-street parking.

Furthermore, on pages 232 and 233, the Draft SEIR indicates that the reduction in on-street parking spaces was previously considered in the Original EIR and the impact was determined to be significant. Because the Draft SEIR focuses on the “net increase” of an additional 100 new inpatient beds and ancillary services (or the equivalent of 200,000 square feet of floor area), the incremental impact to local businesses is stated in comparison to the analysis of the Master Plan in the Original EIR. As such, and as noted on page 233, the adverse effects of the Project to surrounding businesses are not anticipated to be incrementally substantial beyond the impacts found for the Master Plan in the Original EIR, which were already determined to be significant.

CEQA Guidelines Section 15126.4(a)(1)(D) states that if a mitigation measure would cause a significant effect, in addition to those caused by the project, then the (secondary) effects of the mitigation measure should be discussed and can be done so in less detail than as for project effects. The secondary impacts are adequately addressed in both the Draft SEIR and the Original EIR, which clearly state that local businesses will be impacted by the reduction of on-street parking and reduction of sidewalk width. A Statement of Overriding Considerations was previously adopted for the Original EIR that incorporated significant impacts due to implementation of the mitigation measures that would reduce on-street parking. As such, the SEIR has met the intent of Section 15126.4 and adequately addressed secondary impacts to local businesses.

Furthermore, direct physical impacts to the businesses are not anticipated as the implementation of the mitigation measures would not require that any business be moved or relocated. The mitigation measure improvements would be completed within the existing City right-of-way and would not encroach into properties of surrounding businesses. Construction activities for the mitigation measures are not anticipated to be extended for more than a 2-week time period; thus, surrounding businesses would not be required to close due to these improvement activities. Consistent with CEQA Guidelines Section 15131, economic and social effects are not required to be addressed in an EIR. Without more specific information and/or evidence for consideration, it is unclear what additional analysis the commentor would expect to see included.

### **Response 7-5**

The commentor reiterates a request for the consideration of a Project design that would relocate the Project entrance and suggests that the Draft SEIR be recirculated with additional information relative to revised traffic information, an alternate Project design, and discussion of secondary impacts due to implementation of Project mitigation measures. As discussed in Responses 7-2, 7-3, and 7-4, information presented in those responses does not change the conclusions previously reached or present significant new information that would warrant recirculation of the Draft SEIR.

CEQA Guidelines Section 15088.5 outlines the circumstances under which an EIR would be required to be recirculated. Specifically, this section clarifies that an EIR need only be recirculated when “significant” new information has been added to the EIR that was previously circulated, and that failure to recirculate with the new information would deprive the public of a meaningful opportunity to comment on a project and/or its significant effects. Recirculation is not required when new information merely clarifies or amplifies information already provided.

Because the information provided in these responses to comments does not present significant new information, nor change any of the conclusions previously reached in the Draft SEIR, recirculation of the Draft SEIR is not required.



COMMENT LETTER #8

**LAKE & LAKE**  
**Consulting, Inc.**

Strategic Research

**Laura Lake, Ph.D.**  
President

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October 18, 2008

Adam Villani, Environmental Review Coordinator  
LA Dept. Of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

RE: COMMENTS ON CEDARS DEIS (ENV 2008-0620-EIR)

Dear Mr. Villani:

Thank you for the opportunity to comment on this DEIS. My comments are in behalf of my client, Burton Way Foundation and incorporate by reference all other comments.

There are three areas of concern: evidence of infrastructure adequacy, parking and compliance with the Wilshire Community Plan.

INFRASTRUCTURE ADEQUACY

In my scoping comments I raised the question of how the city can certify that its infrastructure is adequate to accommodate a project and related projects when no such study has been prepared in ten years. I could not find a reply to this question.

In the absence of such a study, how can the Planning Department assure the decisionmakers (the City Council) that there is adequate infrastructure? Since CEQA decisions must be based on the evidence in the record, the absence of such evidence is of concern.

PARKING

1. Have parking requirements increased since the 1993 Masterplan and have any such changes been included, i.e., at the completion of the project would the campus meet current parking requirements for old and new elements?
2. Page 228 includes 1654 spaces in the privately-owned two Medical Tower office buildings as part of the Cedars parking supply. These spaces were required for those buildings, not Cedars. Further, some of these spaces are also leased to Third Street restaurants. What allows Cedars to count these already-committed spaces as theirs? Is there a shared parking agreement? Normally such arrangements work for complementary, not competing users. Please provide documentation that the spaces Cedars claims are exclusively theirs.

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COMMENT LETTER #8  
CONTINUED

LAKE & LAKE  
Consulting, Inc.

Strategic Research

WILSHIRE COMMUNITY PLAN

1. The traffic analysis relies on thresholds of significance utilized by LADOT. However, these do not correspond with the Community Plan's policies 16.1 and 16.2. This creates several significant challenges:
  - A. Policy 16.1-1: Rather than relying on a threshold based on a percentage increase over current traffic, it imposes an absolute standard of adequate service, LOS D or better. It then asks what the current Level of Service is on major streets and highways serving the site. The FEIS must evaluate the current LOS and future LOS within this framework in addition to DOT's standard thresholds of significance.
  - B. The DEIS totally fails to discuss compliance with Policy 16.2-1 and Programs of the Wilshire Community Plan: This was specifically requested on page two of my scoping comments of April 2, 2008 (attached).

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"No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations [emphasis added]:

"The transportation infrastructure serving the project site and surrounding area, specifically the Freeways, Highways, and Streets presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from such discretionary actions [emphasis added].

Program: "Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity."

Looking at the LOS tables for this particular project, it would appear that the finding cannot be made that there is adequate capacity. Therefore, the DEIS must utilize the statement of overriding considerations.

Given the importance of the services that Cedars provides to our community such a statement should be readily approved by the City Council. Avoiding this requirement of the Community Plan, however, is unacceptable.



**COMMENT LETTER #8  
CONTINUED**

**LAKE & LAKE**  
**Consulting, Inc.**

Strategic Research

I look forward to your responses in the FEIS and am available to discuss these issues.

Sincerely,

*Laura Lake*

Laura Lake, Ph.D.

Cc: Burton Way Foundation  
Lisa Trifiletti, CD5  
Gail Goldberg, Director of Planning

Attachment: Lake and Lake Scoping Comments, April 2, 2008

**COMMENT LETTER #8  
CONTINUED**

**LAKE & LAKE  
Consulting, Inc.**

Strategic Research

**Laura Lake, Ph.D.**  
President

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April 2, 2008

Adam Villani  
Environmental Review Section  
Department of City Planning  
200 N. Spring St. Room 750  
Los Angeles, CA 90012

6

**RE: NOP COMMENTS FOR CEDARS EXPANSION (ENV 2008-0620-EIR)**

Dear Mr. Villani:

Thank you for this opportunity to comment on the environmental impacts of the proposed Cedars expansion. I am submitting these comments in behalf of my client, Burton Way Foundation.

Cedars is an important member of our community and we want to assure that they can continue to meet our needs. We do, however, have several specific questions and concerns:

**Parking:**

In reviewing the proposal, I've pieced together parking from various components and it appears to be significantly underparked, ranging from 105 spaces short to over 1000 spaces. To accurately assess parking on the campus it would be helpful to provide a **parking table for each component** of the built and proposed structures, indicating current code parking requirements and the number of spaces provided. Parking requirements have been increased since the original buildings, so there may be a very large shortfall which would be most unfortunate.

**Liquefaction:**

The Environmental Assessment states that there is no liquefaction hazard, but the ZIMAS map shows the site to be a liquefaction zone. Please explain.

**Compliance with the General Plan:**

Please provide analysis of the adequacy of the city's infrastructure to accommodate

**COMMENT LETTER #8  
CONTINUED**

**LAKE & LAKE  
Consulting, Inc.**

Strategic Research

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this and cumulative projects. The Planning Department is supposed to provide an analysis of public services at least every ten years. Such a study has not been provided, to my knowledge, and thus it is impossible to know if there is adequate capacity.

**Compliance with the Wilshire Community Plan:**

The Wilshire Community Plan, requires that the City must make findings for zone changes and height district changes regarding traffic capacity shown in the box below. Specifically, LOS D is defined as adequate traffic capacity. The mandatory findings or a statement of overriding consideration must be provided as discussed below.

**Objective 16-1** Comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.

**Policies**

16-1.1 Maintain a satisfactory Level of Service (LOS) above LOS "D" for Class II Major Highways, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Secondary Highways and Collector Streets.

**Objective 16-2** Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

**Policies**

16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision or any other discretionary action, unless the Decision-makers make the following findings or a statement of overriding considerations:

WILSHIRE

**III-37**

The transportation infrastructure serving the project site and surrounding area, specifically the Freeways, Highways, and Streets presently serving the affected area within the Wilshire Community Plan, have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from projects enabled by such discretionary actions.

**Program:** Decision-makers shall adopt findings with regard to infrastructure adequacy as part of their action on discretionary approvals of projects which could result in increased density or intensity.

**COMMENT LETTER #8  
CONTINUED**

**LAKE & LAKE  
Consulting, Inc.**

Strategic Research

**Analyze Cut-Through Traffic**

Also, please analyze the impacts of additional project related and cumulative traffic on adjacent residential streets (spillover/cut-through traffic).

6

Thank you for your consideration in advance.

Sincerely yours,

**Lara Lake**

Laura Lake, Ph.D.  
President

cc: Lisa Trifiletti, CD5  
Jeff Haber, Esq.  
Harald R. Hahn, Burton Way Foundation

#### IV. COMMENT LETTERS AND RESPONSES TO COMMENTS

##### H. COMMENT LETTER NO. 8

Laura Lake, Ph.D.  
Lake & Lake Consulting  
1557 Westwood Boulevard #235  
Los Angeles, CA 90024  
October 18, 2008 (with attachment dated April 2, 2008)

On behalf of Burton Way Foundation

##### **Response 8-1**

The commentor makes reference to the City's "infrastructure adequacy" without any specific comment. The Initial Study for this Project, (contained in *Appendix A* to the Draft SEIR), assessed potential impacts to the water, wastewater, storm water, solid waste, communications, power, and natural gas infrastructure. The Initial Study also assessed potential impacts to the police, fire, school, and park services, which are sometimes described as part of the City's infrastructure. The Draft SEIR contains a detailed assessment of potential impacts to the transportation system of the City (see *Section IV.D: Transportation and Circulation*, pages 157-245 of the Draft SEIR), which may also be considered part of the City's infrastructure. Without specifics from the commentor as to which aspect(s) of the City's infrastructure are of concern, it is not possible to further address the adequacy of the analysis or determine if the conclusions would otherwise change. Additionally, it should be noted that a recent gauging of the sewer line capacities in the Project area, by the Bureau of Sanitation, indicated that the sewer line serving the Project Site is currently operating at 45% of capacity (see Comment Letter/Response Nos. 1-1 and 2-2), which validates the determination of the Initial Study regarding potential impacts to the wastewater system. Therefore, the information contained in the Initial Study and the Draft SEIR provide substantial information and evidence that the Project will not significantly impact the infrastructure of the City.

##### **Response 8-2**

Parking requirements for hospital, medical office, and research uses have not increased since the Master Plan approval in 1993. The 1993 Cedars-Sinai Master Plan imposed a specific parking requirement for the CSMC Campus. As identified on Pages 227 and 228 of the Draft SEIR, these requirements are as follows: 3.3 parking spaces per 1,000 square feet of Administration, Diagnostic, Imaging and Support uses; 2.5 parking spaces per hospital bed; and 5.0 parking spaces per 1,000 square feet (sf) of Medical Suites. Under the Los Angeles Zoning Code, Section 12.24A.4(d), hospitals are only required to provide 2.0 spaces per bed for all hospital/inpatient space without delineation for specific hospital uses. The Zoning Code does not contain distinctions between various inpatient-related uses including patient space, administration, and hospital support uses, as well as any diagnostic and imaging space that is used for inpatient care. Under the 1993 Master Plan, however, a substantial portion of hospital/inpatient space that would typically be included as part of the 2.0 spaces per bed

requirement, must be calculated separately at higher parking rates (e.g., 3.3 per 1,000 sf and 2.5 per bed). As a result, support, administration and diagnostic space devoted to inpatient care that would not otherwise be accounted for under the Code provisions must be counted separately under the Master Plan. The Original EIR indicates that the total parking required and proposed under the Original EIR and Master Plan would exceed City Code requirements by 197 spaces (i.e., 7,053 spaces per the Master Plan vs. 6,856 per the City Code). As identified on pages 230-232 of the Draft SEIR, the proposed development under the revised Master Plan would also meet and exceed the City Code requirements by 89 spaces (i.e., 7,758 spaces per the Master Plan vs. 7,669 spaces per the City Code). Thus, at completion of the Project, the CSMC Campus would exceed the parking requirements of the Code for the old and new elements of the Master Plan.

### **Response 8-3**

As indicated on page 228 of the Draft SEIR, the Medical Office Towers (MOTs) along Third Street, adjacent to CSMC, were authorized by Zoning Case No. 21332. This case is attached to this Final EIR in *Appendix H: Zoning Administrator Case 21332* (see Correction and Additions III.C.7 and III.E.9 of this Final SEIR). The findings of this case state that the main Hospital and MOTs have interrelated functions and that requiring separate parking for the two facilities would be duplicative and would create a hardship that would be inconsistent with the intent of the parking requirements of the Zoning Ordinance (see *Findings of Fact 1* and *2*). The commentor asserts that the MOTs and the main Hospital are competing, not complementary uses. Case No. 21332 shows, however, that there is a strong relationship between the two properties due to the fact that many of the doctors who regularly visit and utilize the main Hospital also have office space in the MOTs. The case found that these doctors generally do not move their cars from the MOT parking structures to the main Hospital parking structures and/or surface lots when crossing from one to the other, thus creating complementary uses between the two properties (see *Findings of Fact 1* through *4*). The complementary nature of these uses can be observed in the fact that, as mentioned in the commentor's letter, there are unused parking spaces available in the Medical Office Towers. It should be noted that the parking spaces in the MOTs are not being used to satisfy parking requirements for any other uses. Therefore, it was determined under this case that the parking demand and supply of the main Hospital and the MOTs shall be jointly calculated. As a result, as shown in *Table 33: Existing CSMC Campus Parking Summary* on Page 229 of the Draft SEIR, the combined requirements of the main Hospital and the MOTs are reflected in Item No. 1 under *Required Parking*. As also shown in *Table 33: Existing CSMC Campus Parking Summary*, the parking supplied by the main Hospital is reflected in Item No. 5 and the parking supplied by the Medical Office Towers is reflected in Item No. 7 under *Parking Supply*.

### **Response 8-4**

The commentor asserts that Policy 16.1-1 of the Wilshire Community Plan "imposes an absolute standard of adequate service, LOS D or better." Policy 16.1-1 of the Community Plan, however, does not establish a standard of adequate service for the street system; rather, it identifies a desired level of operation for traffic flow. As such, this Policy represents a quality-of-life standard, not a definition of capacity.

As discussed in *Appendix B: CMA and Levels of Service Explanation, Proposed Project CMA Data Worksheets –AM and PM Peak Hours* to *Appendix E: Traffic Impact Study* of the Draft SEIR, intersection capacity is considered reached when a Critical Movement Analysis (CMA) or Volume-to-Capacity (V/C) value reaches 1.0. This is the dividing line between LOS E and LOS F. Any intersection operating at a V/C value of less than 1.0 means the intersection has not reached capacity. A review of Table 17 on page 132 of the Original EIR, as shown in *Table E: Original EIR, Table 17: Existing (1990) Level of Service Summary*, shows that 5 of the 18 intersections studied in 1990 operated beyond their theoretical capacity (V/C at 1.0 and LOS F). For example, in the Original EIR, the intersection of San Vicente Boulevard and Melrose Avenue operated at a V/C of 1.203. The actual capacity of a given intersection may be above the theoretical V/C value of 1.0.

**TABLE E**  
**ORIGINAL EIR, TABLE 17: EXISTING (1990) LEVEL OF SERVICE SUMMARY**

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C	LOS	V/C	LOS
San Vicente Boulevard/Melrose Avenue	0.816	D	1.203	F
Robertson Boulevard/Beverly Boulevard	0.960	E	0.998	E
San Vicente Boulevard/Beverly Boulevard	0.809	D	0.864	D
La Cienega Boulevard/Beverly Boulevard	0.969	E	1.103	F
Robertson Boulevard/Alden Drive	0.523	A	0.685	B
San Vicente Boulevard/Alden Drive	0.448	A	0.677	B
Robertson Boulevard/Third Street	0.768	C	0.910	E
George Bums Road/Third Street	0.495	A	0.529	A
Sherbourne Drive/Third Street	0.453	A	0.654	B
San Vicente Boulevard/Third Street	0.782	C	0.996	E
La Cienega Boulevard/Third Street	0.951	E	1.048	F
Orlando Avenue/Third Street	0.676	B	0.786	C
Robertson Boulevard/Burton Way	0.973	E	1.072	F
San Vicente Boulevard/Burton Way	0.373	A	0.502	A
San Vicente Boulevard/La Cienega Boulevard	0.650	B	0.968	E
Robertson Boulevard/Wilshire Boulevard	0.834	D	0.953	E
La Cienega Boulevard/Wilshire Boulevard	0.932	E	1.005	F
San Vicente Boulevard/Wilshire Boulevard	0.835	D	0.890	D

Therefore, the assertion that Policy 16.1-1 should be used as a threshold for evaluating traffic impacts in the SEIR is inappropriate because the SEIR is intended to perform a worst-case assessment of impact. As identified on page 176 of the Draft SEIR, the traffic assessment utilizes the existing traffic volumes, applies a growth factor for every year up to the build out year of the Project, and then adds the potential traffic for all known potential projects (Related Projects) in the study area. This methodology and the traffic generation forecast were approved by the LADOT in an Inter-Departmental Correspondence to the Department of City Planning, dated July 15, 2008 (see *Appendix F: Memorandum of Understanding and LADOT Approval* of the Traffic Impact Study included as Appendix E to the Draft SEIR). In many cases this assessment procedure over-estimates the future traffic conditions. For example, Table 21 on

page 152 of the Original EIR estimated that with ambient growth and the identified Related Projects, a total of 15 of the 18 intersections studied would operate at LOS F during the P.M. peak hour by year 2005. As identified in *Table 26: Summary of Volume to Capacity Ratios and Levels of Service* on Page 177 and 178 of the Draft SEIR, however, none of these 15 intersections are actually operating at LOS F today (in 2008). It should also be noted that in comparing the existing/current conditions between the Original EIR and SEIR (LOS and V/C in 1990 [depicted in Table 17 of the Original EIR] compared to LOS and V/C in 2008 [depicted in column 1 of *Table 26: Summary of Volume to Capacity Ratios and Levels of Service* in the Draft SEIR]) for 8 intersections within the City of Los Angeles operating at LOS E or F, all 8 intersections are operating with a better LOS and V/C today than they did in 1990. This suggests that the policies and programs implemented by the City since the adoption of the Wilshire Community Plan Update in 2001 have been consistent with, and have maintained, the intent of Policy 16-1.1.

### **Response 8-5**

The commentor asserts that Policy 16.2-1 should have been analyzed in the Draft SEIR but was not. The Policy indicates, however, that it only applies to increases in density. Density refers to a permitted intensity of residential development, not commercial intensity. The importance of monitoring residential density, especially residential properties developed on commercial land uses, is elaborated in the Wilshire Community Plan. Specifically, as stated under the section entitled *Community Issues and Opportunities* on page I-5 of the Community Plan, “[n]on-conforming residential units exist in areas zoned and designated for commercial land use.” Furthermore, in the section of the Community Plan entitled *Relationship to other General Plan Elements* on page II-4, it states, “plan capacity or buildout is an estimate and depends on specific assumptions about the future density of development and household size which may be greater or smaller than that which actually occurs. It should also be noted that the community plan capacity does not include housing in commercial districts nor does it adjust for the current residential vacancy rate.” Similar statements do not exist regarding commercial intensity (or FAR) in the Plan area. It is evident that residential density is a major concern expressed in the Community Plan. As a result, increases in residential density within the Plan area are important and do justify additional review; however, the Project Site is a commercially zoned and used property and does not trigger policies and programs pertaining to residential density.

When read in the context of the entire Community Plan, Policy 16.2-1 refers to increases in density *beyond* that assumed for the Plan, not simply any increase resulting from changes in the zoning of a property that are within the limits prescribed by the Plan.

Similarly, even if Policy 16.2-1 is applied to commercially designated and/or commercially used property, such as the Project Site, the Project’s proposed Zone Change would not increase the intensity of the site beyond that assumed under the Community Plan. The proposed Zone Change would increase the allowable square footage of the site from 2.27 million to 2.62 million; however, this is still less than the intensity permitted by the Plan, which designates the site as a Regional Commercial Center with a Height District 2 designation, permitting approximately 6.36 million square feet of development.



Despite the evidence that Policy 16.2-1 does not apply to this commercial Project, the commentor suggests that Policy 16.2-1 should be applied to the traffic analysis. As noted in this comment, Policy 16.2-1 requires that “the transportation infrastructure serving the project site and surrounding area. . . have adequate capacity to accommodate the existing traffic flow volumes, and any additional traffic volume which would be generated from such discretionary actions [i.e., the Project].” Thus, this Policy calls for an impact assessment of existing traffic and street capacity, plus the Project-related traffic. The Draft SEIR, on the other hand, goes beyond the Policy’s impact assessment procedure and includes assessment of the existing traffic, plus conservative ambient growth, plus traffic from potential Related Projects, plus the Project-related traffic. To understand whether a project has the potential to exceed the theoretical capacity of an intersection per Policy 16.2-1 (Project-related traffic added to the existing traffic), one can add the Project-related V/C (shown in column 5 in *Table 26: Summary of Volume to Capacity Ratios and Levels of Service* of the Draft SEIR) to the existing V/C (shown in column 1 in *Table 26: Summary of Volume to Capacity Ratios and Levels of Service* of the Draft SEIR). Although this rough analysis does not account for all the intricacies of turning movements at an intersection, it does provide a reasonable rough approximation. This assessment procedure shows that none of the study intersections would degrade to a V/C of 1.0 or worse. An impact assessment accounting for all variation in turning movements for the 4 study intersections in the City of Los Angeles that currently operate at LOS D, E, or F is shown in *Table F: Policy 16.2-1 Impact Assessment –City of Los Angeles Intersections Operating at LOS D, E, or F*.

**TABLE F**  
**POLICY 16.2-1 IMPACT ASSESSMENT**  
**CITY OF LOS ANGELES INTERSECTIONS OPERATING AT LOS D, E OR F**

INTERSECTION	PEAK HOUR	[1]		[2]		CHANGE V/C	SIGNIF. IMPACT
		YEAR 2008 EXISTING		YEAR 2008 W/PROPOSED PROJECT			
		V/C	LOS	V/C	LOS		
Robertson Boulevard/ Burton Way	A.M.	0.824	D	0.828	D	0.004	NO
	P.M.	0.872	D	0.879	D	0.007	NO
La Cienega Boulevard/ Beverly Boulevard	A.M.	0.882	D	0.891	D	0.009	NO
	P.M.	0.989	E	0.992	E	0.003	NO
La Cienega Boulevard/ Third Street	A.M.	0.825	D	0.830	D	0.005	NO
	P.M.	0.873	D	0.875	D	0.002	NO
La Cienega Boulevard/ San Vicente Boulevard	A.M.	0.822	D	0.825	D	0.003	NO
	P.M.	0.732	C	0.737	C	0.005	NO

This analysis, based on the application of the impact assessment procedure in Policy 16.2-1, confirms that the transportation infrastructure serving the Project Site and surrounding area has adequate capacity to accommodate the existing traffic flow volumes and any additional traffic volume that is generated by the Project enabled by the requested Zone Change, Height District Change, and Amendment to the existing Development Agreement. As shown in Table F, using

the worst study intersections currently operating at LOS D, E, or F within the City of Los Angeles and the impact assessment procedure enumerated in Policy 16.2-1 of the Community Plan (i.e., taking existing traffic V/C and LOS, and adding Project-related traffic to determine the impacts), these intersections would have less than significant impacts due to the Project, which is consistent with the findings in the Draft SEIR, *Section IV.D: Transportation and Circulation*.

#### **Response 8-6**

Issues raised in the commentor's response to the Notice of Preparation (dated April 2, 2008) were addressed in the Draft EIR. Specifically, issues related to parking, compliance with traffic/transportation-related Community Plan policies, and "cut-through" traffic are addressed in *Section IV.D: Transportation and Circulation* of the Draft SEIR and further explained through Responses 8-1 through 8-5 in this Final SEIR. Liquefaction is addressed on page 306 in *Section VI.A: Effects Not Found to be Significant* of the Draft SEIR. As noted in Response 8-1 above, infrastructure issues are discussed throughout several sections of the Draft SEIR.

COMMENT LETTER #9

ROBERTSON COMMUNITY ASSOCIATION  
C/o R&L PROPERTIES  
10940 WILSHIRE BOULEVARD, #2250  
LOS ANGELES, CA

RECEIVED  
CITY OF LOS ANGELES

OCT 16 2008

ENVIRONMENTAL  
UNIT

10/10/08

Adam Villani  
Environmental Review Coordinator  
Los Angeles Department of City Planning  
200 North Spring Street, Room 750  
Los Angeles, CA 90012

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED  
7006 0100 0002 8470 5815

RE: Draft Environmental Impact Report  
NO. ENV-2008-0620-EIR  
(8720 Beverly Boulevard, Los Angeles, CA 90048)  
Council District 5 – Jack Weiss

Mr. Villani:

Robertson Boulevard in the two blocks west of Cedars proposed 460,650sf tower has become the most successful retail street in the City of Los Angeles. Together with The Ivy and Chaya restaurants, the press refers to us as the new Rodeo Drive.

The Robertson business community is very concerned about the proposed Cedars tower, with some of the members objecting to the project as a whole. We understand that some members intend to oppose the project at the hearing. At a minimum for those who don't object to the project as a whole, they would surely expect Cedars-Sinai to formally reaffirm its past commitments to the Robertson Community Association to:

1. Be good neighbors to the Robertson business community, acting responsibly and with concern to all our merchants and restaurants.
2. Keep Cedars traffic, including construction traffic, away from Robertson Boulevard by directing it not to go westbound on Alden to Robertson and not to go eastbound on Alden from Robertson.
3. Have traffic personnel monitor full and continuing compliance with #2 above.
4. Keep construction noise and dust to a minimum, and regularly clean up any debris which would affect our business community.  
No construction after 5pm.
5. On a permanent basis, offer handicapped patients with state placards free Cedars parking, and have good signage to ensure that they know about it. Cedars handicap patients continually park in metered parking spaces on Robertson for free; the reason for this is clearly the result of Cedars charging handicap patients for parking. Cedars has taken advantage of this situation for years and this must stop. Cedars continuing to not address this past commitment has resulted in more and more of Robertson's limited street parking being used by hospital handicapped patients, costing our merchants business and costing the City of Los Angeles parking meter revenue.

In addition to implementing the above, we ask that Cedars offer free parking after 5PM and on weekends to valets parking cars for Robertson's businesses.

At minimum, Cedars must formally recommit to the above and follow through on these past commitments to our Robertson Community Association --- now, during construction of the proposed tower, and after the proposed tower is completed.

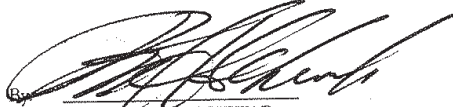
The Robertson Community Association and all of its owners and tenants have been good neighbors for many years; Cedars needs to act more responsibly and with concern for the area retailers during and after the proposed project. Thank you for your cooperation.

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**COMMENT LETTER #9  
CONTINUED**

Please feel free to contact the undersigned with any questions; my office number is (310) 208-1800, Ext. 13. In the event you can't reach me, please call Mr. Phil Colman as listed below.

Sincerely,  
ROBERTSON COMMUNITY ASSOCIATION



ROBERT H. SCHWAB

Enclosure.

Cc:

Bruce Corwin (310)858-2810; email: [mtcbuce@aol.com](mailto:mtcbuce@aol.com) (w/Enclosure)  
Metropolitan Theatres Corporation  
8727 W. 3rd Street #301  
Los Angeles, CA 90048

Bonnie Fuller (310)859-1925; email: [bonnie@fulvest.com](mailto:bonnie@fulvest.com) (w/Enclosure)  
Fulvest Corporation  
8727 W. 3rd Street #208  
Los Angeles, CA 90048

Richard Irving  
c/o Ann Parker (310)278-2908  
The Ivy Restaurant  
113 N. Robertson Blvd.  
Los Angeles, CA 90048

Yuta Tsunoda (310)338-1122; email: [yuta@thechaya.com](mailto:yuta@thechaya.com) (w/Enclosure)  
Chaya Restaurant Group  
100 Corporate Point #265  
Culver City, CA 90230

Stuart Schneider (805)777-1177 (Chaya's attorney); email: [schneider@ssicing.com](mailto:schneider@ssicing.com) (w/Enclosure)  
250 N. Westlake Boulevard  
Suite 240  
Thousand Oaks, CA 91362

Philip Colman (310)474-0555; email: [phcolman@gmail.com](mailto:phcolman@gmail.com) (w/Enclosure)  
10525 Garwood Place  
Los Angeles, CA 90024

Lenore Winsberg (310)278-9111; email: [lenore@winsberg.com](mailto:lenore@winsberg.com) (w/Enclosure)  
101 S. Robertson Blvd.  
Los Angeles, CA 90048

Don Epstein (310)275-1818; email: [frogpond82@mac.com](mailto:frogpond82@mac.com) (w/Enclosure)  
625 N. Palm Drive  
Beverly Hills, CA 90210

Jay Luchs (310)489-5000; email: [jay.luchs@cbre.com](mailto:jay.luchs@cbre.com) (w/Enclosure)  
CB Richard Ellis  
1840 Century Park East □ #700  
Los Angeles, California 90067

Councilman Jack Weiss 310-289-0353 (w/Enclosure)  
5th Council District Office  
822 South Robertson Boulevard  
Suite 102  
Los Angeles, CA 90035

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#### **IV. COMMENT LETTERS AND RESPONSES TO COMMENTS**

##### **I. COMMENT LETTER NO. 9**

Robert H. Schwab  
Robertson Community Association  
10940 Wilshire Boulevard, #2250  
Los Angeles, CA  
October 10, 2008

##### **Response 9-1**

The commentor notes that additional comments and expressed opposition to the Project may be forthcoming. Unless written comments are received by the Lead Agency prior to the close of the public comment period (a total of 45 days, from September 11, 2008 to October 27, 2008), formal responses will not be provided. Furthermore, it should be noted that, pursuant to Section 15088 of the CEQA Guidelines, expressed opposition alone, without factual evidence to support specific claims, does not necessitate specific responses. Thus, the comment is noted.

##### **Response 9-2**

The commentor asserts that CSMC must “reaffirm” past formal commitments to the Robertson Community Association; however, the Applicant is not aware of any formal commitments between itself and the commentor that were made at the time of the Original Master Plan or since that time related to the obligations raised by the commentor. Further, the City of Los Angeles is not aware of any formal commitment binding the Applicant to any requirements agreed upon with the Robertson Community Association. The Applicant has committed to continue to resolve issues within the control of CSMC when identified by surrounding businesses.

##### **Response 9-3**

The commentor requests that CSMC continue to operate as a “good neighbor” within the Robertson business community. In defining a “good neighbor,” the commentor suggests that CSMC embrace “good neighbor” policies that include a range of commitments, including reduced construction hours, free parking, and the provision of traffic control monitors. These specific requests are addressed individually in Responses 9-4 through 9-9 below; however, it can be generally stated that CSMC currently operates, and intends to continue to operate, in a manner that is, at a minimum, consistent with required City rules, regulations, and ordinances. To the extent that being a “good neighbor” specifically correlates with environmental impacts or that the Project operation may result in significant impacts not otherwise addressed through compliance with standard regulatory practice, mitigation measures are recommended in the SEIR. Because all impacts have been mitigated to the extent required and/or feasible, the good neighbor measures suggested by the commentor are not needed to reduce significant impacts.

#### **Response 9-4**

The commentor requests that traffic, including construction traffic, be directed away from Robertson Boulevard. In *Section IV.D: Transportation and Circulation* of the Draft SEIR, it was acknowledged that during the construction phase, local traffic may experience a temporary increase because additional construction-related trips (including commuting construction personnel and haul trucks) would be added to the area in addition to traffic generated by the existing uses. In response to traffic coordination issues during the construction phase, the Draft SEIR stated that it will be necessary to develop and implement a Construction Traffic Control Plan, including the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. Provisions for this level of coordination, which will include coordination with local businesses, are made through Mitigation Measures (MM) TRF-1, TRF-14, TRF-15, TRF-22, and TRF-23. MM TRF-1 and TRF-23 have been modified in this Final SEIR (see Correction and Additions III.C.8 and III.C.9) to reinforce the level of construction phase coordination that will be required. The Construction Traffic Control Plan would also address interim traffic staging and parking for the CSMC Campus. Because a construction traffic and interim Traffic Control Plan will be in force and because the temporary increase and disruption to the local traffic area due to construction activity would be short-term and not permanent, the resulting impact to traffic would be less than significant with implementation of the Traffic Control Plan and the City's approval of the haul routes.

It should be noted that, due to the intersection configuration at Robertson Boulevard and Alden Drive-Gracie Allen Drive, it is not anticipated that the large construction vehicles would utilize this intersection as part of a construction-phase traffic pattern. The commentor suggests, however, that all Project operational traffic should also be directed away from Robertson Boulevard. As a key arterial access to the Project area, it would be inappropriate to place access restrictions to Robertson Boulevard from CSMC. Such restrictions would undoubtedly add to congestion and decreased levels of service on the remaining surrounding roadways, and potentially encourage drivers to use surrounding residential neighborhood streets as alternative parallel routes. As the Draft SEIR incorporates adequate mitigation measures to address impacts to Roberson Boulevard, restrictions to this key local access are not necessary (see also Response 7-3).

#### **Response 9-5**

The commentor's recommendation that a traffic personnel monitor be used during construction has been incorporated into MM TRF-23 (see Correction and Additions III.A.4 and III.C.9). With regard to specifically having a monitor direct traffic away from Robertson Boulevard, see Response 9-4.

#### **Response 9-6**

The commentor requests that construction-related noise and dust be minimized and that the Project Site (and vicinity) be maintained free of debris. The commentor is directed to *Sections IV.B: Air Quality* and *IV.C: Noise* of the Draft SEIR which include detailed discussions of the air

quality and noise concerns anticipated during the construction phase of the Project, and which identify specific Mitigation Measures to minimize nuisance noise and dust.

For example, fugitive dust emissions would primarily result from demolition and site preparation (e.g., excavation) activities. It is mandatory for all construction projects in the South Coast Air Quality Basin to comply with SCAQMD Rule 403 for fugitive dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>10</sub> and PM<sub>2.5</sub> emissions associated with construction activities by approximately 61 percent. Even with application of the best management practices, however, it is not possible to completely eliminate particulate matter emissions.

Similarly, all reasonable measures will be employed to minimize noise during the construction phase including, for example, hour limitations on construction, use of quieted construction equipment, and use of temporary noise barriers. See also *Section II: Summary* and/or *Section V: Mitigation Monitoring Program*, of this Final SEIR for a complete listing of all recommended air quality and noise mitigation measures.

#### **Response 9-7**

The commentor requests that construction activity noise be curtailed by 5:00 P.M. There is no evidence to show how this restriction on construction hours would further reduce construction noise impacts. Implementation of such a restriction, without a significant and measurable reduction in impacts, would be an undue hardship for the Project. If such a restriction were to be implemented, it is anticipated that the overall length of the construction period would extend beyond the 36 months analyzed in the Draft SEIR. For these reasons, consideration of reduced hours of construction activity is not considered a feasible option. CSMC will ensure that the construction activities of the Project will abide by the law.

#### **Response 9-8**

The commentor requests that CSMC provide free parking to visitors with handicapped vehicle placards with the assumption that this would encourage such visitors to park within the Campus rather than on City maintained/metered spaces, which offer free parking to vehicles with handicapped placards. CSMC provides parking at several locations throughout its Campus that are intended to accommodate a range of parking needs and conveniences. Through the provision of convenient parking and appropriate pedestrian access, CSMC anticipates that visitors will use these convenient Campus parking facilities in lieu of City maintained/metered spaces (e.g., along Robertson Boulevard) that may not be convenient to Campus buildings. Furthermore, unless the City removes these spaces as public spaces or installs signage and restricts the use of the spaces, the CSMC has no means to control who may or may not park in public parking spaces.

### **Response 9-9**

The commentor requests that CSMC offer free parking for surrounding (non Medical Center) uses after 5:00 P.M. and on weekends. The adequacy of parking for other area uses is not a CEQA issue relevant to the Project. As demonstrated in *Section IV.D: Transportation and Circulation* of the Draft SEIR (pages 227-233), adequate parking is provided to serve both the West Tower Project and the CSMC Campus. The commentor suggests that CSMC should compensate for existing parking inadequacies in the area that are unrelated to the Project, as a “good neighbor” measure.

CSMC parking lots and structures remain full until 9:00 P.M. on most days of the week. Requiring free parking for off-site local businesses may result in a shortage of adequate Campus parking to accommodate the Project and the patients, visitors, and staff utilizing those parking spaces. The operational characteristics of CSMC necessitate that a portion of the facilities be open during weekends and evening hours; thus, if CSMC were to provide free parking for adjacent businesses after 5:00 P.M. and on weekends, it would be virtually impossible to limit the use of that parking to those using or visiting offsite businesses. Furthermore, as a self-insured, not-for-profit medical center that is not in the parking business, it is not appropriate for CSMC to be providing preferential free parking to those utilizing or visiting the surrounding businesses, especially if those parking spaces were being taken away from visitors and patients of CSMC.

### **Response 9-10**

See Response 9-2 and Response 9-3.



**COMMENT LETTER #10**

Jerry Singer  
P.O. Box 8400  
Van Nuys, Ca. 91409

November 4, 2008

Mr. Adam Villani  
Environmental Review Coordinator  
Los Angeles Department of City Planning  
200 North Spring Street  
Los Angeles, Ca. 90012

Reference: Draft Environmental Impact Report  
No. Env-2008-0620-EIR  
8729 Beverly Boulevard, Los Angeles, 90048  
Council District 5- Jack Weiss

By email to: [Adam.Villani@lacity.org](mailto:Adam.Villani@lacity.org)

Dear Mr. Villani:

As per our recent telephone conversation, I am addressing two of the issues we discussed that are extremely important to the two blocks on Robertson Blvd. between Beverly Blvd., and Third Street.

1. Parking: The parking rate that Cedars charges should be less than either our street parking on Robertson Blvd. and/ or our parking structure, owned by the City of Los Angeles, thus encouraging visitors to utilize Cedar's parking lots. To the best of my knowledge, and I will ask that someone investigates this further, Cedars is more expensive than our parking structure and our street parking. In addition, I am told that Cedars charges for handicap parking. This directs people with handicap placards to use the parking on the street which is primarily available for customers of our retail stores and restaurants. As soon as I have the results of this investigation, I will email it to you.

1

**COMMENT LETTER #10  
CONTINUED**

2. My other concern is that all traffic created by this new structure be directed towards San Vincente Blvd., by making it impossible to travel West towards Robertson.

2

Robertson Blvd., between Third Street and Beverly Blvd. has become the most successful new Retail area in the City of Los Angeles. In order for us to continue to grow and prosper, we need your help in addressing these issues.

Thank you,

Jerry Singer  
Property owner on Robertson Blvd.

Phone 203 255-9283 Fax 203 255-9293  
Email: hparsimoni@aol.com

#### IV. COMMENT LETTERS AND RESPONSES TO COMMENTS

##### I. COMMENT LETTER NO. 10

Jerry Singer  
P.O. Box 8400  
Van Nuys, CA 91409  
November 4, 2008

##### **Response 10-1**

The commentor requests that parking rate fees at CSMC parking facilities be reduced as an incentive to encourage CSMC visitors to use those parking facilities rather than local street metered parking.

The CSMC provides a range of parking options and rates to address CSMC visitor needs. These parking options (identified at <http://www.cedars-sinai.edu/5252.html> and restated below) target short-term visitors, outpatient and office visitors, long-term visitors, and daily visitors.

##### **Cedars-Sinai Medical Center Patients and Visitors - Parking**

**Self-Parking** - Self-parking is available in Cedars-Sinai parking Lots 1, 2, 4 and 7 for \$1.50 per 15 minutes; \$10 maximum. Validated parking is \$4.00 for outpatients only for all or part day. Parking Rates for Lots 1, 2, 4 and 7 are:

- \$1.50 - Up to 15 minutes
- \$3.00 - 16 to 30 minutes
- \$4.50 - 31 to 45 minutes
- \$6.00 - 46 to 60 minutes
- \$7.50 - 61 to 75 minutes
- \$9.00 - 76 to 90 minutes
- \$10.00 - 91 to 105 minutes
- Lost ticket pays the \$10 maximum fee

**Restricted Parking** - Parking in the Street Level of the South Tower, the Street Level of the Emergency Department (by the North Tower), and the Samuel Oschin Comprehensive Cancer Institute is restricted and is only open to patients who are being hospitalized or treated at these specific locations. Parking rates at these locations are \$2.50 per 15 minutes; \$15.00 maximum. Validated parking rate is \$4.00 for all or part day. There is no charge to patients for parking in Lot 3 (Street Level South Tower) on the day of admission and the day of discharge. This area is located on Gracie Allen Street, just under the South Tower.

**Metered Parking** - Metered parking is available in the public parking lot, adjacent to Lot 8. Rates are \$1 per hour and parking is limited to 4 hours maximum.

**Long-Term Parking Passes** – [For visitors who will] be at Cedars-Sinai Medical Center for more than five consecutive days, a weekly or biweekly parking pass [is available]. With this pass, [visitors] may come and go as often as [necessary] - for one low price. It may be used at Garages 1 and 4, and Lots 2 and 7. Long-term park rates (time/cost) as follows:

- 7 days - \$30
- 14 days - \$50
- 30 days - \$99

Under the CSMC parking price structure, legitimate CSMC patients or visitors (i.e., those that purchase long-term parking passes and/or those who obtain parking validation) using CSMC-designated parking lots would pay between \$4 - 6 for up to a full day of parking. Existing CSMC-designated parking lots and structures include Lots 1 (North Tower), 2 (Existing Lot at the Project Site), 4 (at Third Street/San Vicente Boulevard), and 7 (at Beverly Boulevard/San Vicente Boulevard). Short-term users (visitors or patrons at local businesses) that do not receive parking validation would pay a higher rate of \$6 per hour up to \$10 per day maximum. The CSMC-designated lots are located and priced to accommodate employees, staff, inpatients, outpatients, and long-term visitors; however, other users may also utilize the lots for a slightly increased cost. Additional public parking (as well as employee parking) is available in Lot 8 (located at Third Street/George Burns Road), which offers metered parking at a rate of \$1 per hour with a four-hour maximum, to serve short-term CSMC visitors and the general public. Hourly parking at the meters can be pro-rated at fifteen-minute intervals (i.e., 25 cents per each 15 minutes). With the four-hour limitation, parking in the metered lot could cost a maximum of \$4 per one-half day of parking (or the equivalent of \$8 per day).

On July 16, 2008, the Los Angeles City Council voted to increase parking meter rates and extend the hours of operation. Under the approval, hourly rates increased to \$1 an hour at most locations City-wide. Certain high usage areas (e.g., downtown Civic Center) increased to \$4 an hour, while other popular “destination” areas, including the Robertson/Alden area, increased to \$2 an hour. Parking time limits remain a maximum of two hours. Hence, on-street metered parking in the Robertson/Alden area (west of the Project Site) currently costs \$4 for a two-hour limited period.

Parking rates charged at CSMC-operated parking facilities appear appropriately priced to create an incentive for CSMC visitors to use those facilities. A survey of parking rates for other parking facilities in the area show the following: the Pacific Theaters building is \$2.25 every 15 minutes with a maximum rate of \$17.50 (\$7.50 more than CSMC); the Third Street Medical Office Towers are \$1.95 every 15 minutes with a maximum rate of \$13.65 (\$3.65 more than CSMC); and the Beverly Center is \$1.00 per hour with a maximum rate of \$10.00 (equal to CSMC). Furthermore, the CSMC-operated parking facilities are more conveniently located to serve CSMC visitors and offer longer parking duration limits than on-street parking spaces. For example, an outpatient or visitor attending an approximate two-hour appointment and obtains parking validation would pay \$4 to park on the CSMC Campus. Parking would generally be available and within close proximity to their appointment location in a variety of lot locations. Also, unless parked at a metered space in Lot 8, there would be no penalty if the appointment

lasted longer than two hours. Conversely, a visitor desiring to use on-street parking along Robertson Boulevard may need to “circle” the street in search for an open metered space and have confidence that her or his appointment would be complete in under two hours. He or she would also pay \$4 to park and would risk a costly parking ticket if the appointment ran late. Visitors may also be required to walk a longer distance to their appointment destination.

With regard to special circumstances for drivers displaying a handicap placard, please see Response 9-8 for further information. It should be noted that handicap parking is also time-restricted in metered street spaces and the on-street parking spaces would most likely be a greater distance to their appointment destination on the CSMC Campus.

Once the Project is constructed, an additional 500 parking spaces will be made available within the CSMC Campus and within close and convenient proximity to CSMC services.

Given the information and comparison above, there is no evidence to support the commentor’s claim that CSMC parking rates are more expensive than on-street parking rates, and/or that the pricing discourages CSMC patrons from parking within the Campus.

**Response 10-2**

See Response 7-3, Response 7-4, Response 9-4, and Response 9-8. Limiting all traffic solely to San Vicente Boulevard would further exacerbate the impacts discussed in the previous responses.



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## V. MITIGATION MONITORING PROGRAM

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### AESTHETICS

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MM AES-1: As required by LAMC Section 12.40, the site will be required to prepare a Landscape Plan which will address replacement of removed trees.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-2: The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to LAMC Sections 91.8101-F, 91.8904-1, and 91.1707-E.

Monitoring Phase: Occupancy  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-3: The Project is subject to the City of Los Angeles Zoning Code, Lighting Regulations, Chapter 9, Article 3, Section 93.0117, which limits reflective surface areas and the reflectivity of architectural materials used.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-4: Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

Monitoring Phase: Pre-Construction  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-5: All open areas not used for the building, driveways, walls, or similar features shall be attractively landscaped in accordance with a landscape plan prepared by a licensed landscape architect and approved by the appropriate agencies. All landscaped areas shall be maintained in a first class condition at all times.

Monitoring Phase: Occupancy  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-6: The landscaped area along the property borders shall include trees spaced a minimum of 15 feet apart, measured from the center of each tree. Trees should be no less than 24-inch-box each.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-7: Rooftop structures should be screened from view and utilities should be installed underground, where feasible.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-8: The project should avoid the inclusion of large, blank walls.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-9: Connection between the parking structures and the medical facilities should be physically integrated to provide a non-hazardous and aesthetically pleasing pedestrian entry into the main building.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-10: After obtaining project permit approval, the applicant shall submit final site plans and elevations to the Department of City Planning prior to the issuance of a Building Permit. The Department of City Planning shall compare the final plans with those approved by the City Planning Commission. If the Department of City Planning determines that the final site plans or elevations contain substantial changes, the applicant shall submit the final plans to the Planning Commission for review and approval.

Monitoring Phase: Pre-Construction, Plan Check  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety



MM AES-11: All lighting shall be designed and placed in accordance with applicable Bureau of Engineering and Department of Public Works requirements.

Monitoring Phase: Pre-Construction  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-12: Provision shall be made to include exterior parking structure walls to shield direct glare from automobile headlights into residential areas.

Monitoring Phase: Pre-Construction  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AES-13: All outdoor lighting, other than signs, should be limited to that required for safety, securing, highlighting, and landscaping.

Monitoring Phase: Occupancy  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-14: Low level security lighting should be used in outdoor areas.

Monitoring Phase: Occupancy  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-15: Security lighting, as well as both outdoor lighting and indoor parking structure lighting, should be shielded such that the light source will not be visible from off-site locations.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-16: Lighting should be directed on site and light sources shall be shielded so as to minimize visibility from surrounding properties.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-17: Exterior windows should be tinted or contain an interior light-reflective film to reduce visible illumination levels from the building.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AES-18: Per the 1993 Development Agreement (Section 3.2.g), CSMC must contribute up to \$40,000 towards an Urban Design Program for the area generally bounded by Robertson Boulevard, Beverly Boulevard, Third Street, and San Vicente Boulevard. The purpose of the Urban Design Program is to create a more pedestrian-oriented environment in the area and provide a program of unifying themes and implementation program.

Monitoring Phase: Pre-Construction  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of City Planning

## AIR QUALITY

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MM AQ-1: The Project will comply with applicable California Air Resources Board (“CARB”) regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

Monitoring Phase: Pre-Construction/Construction  
Monitoring Agency: SCAQMD  
Enforcement Agency: Department of Building and Safety

MM AQ-2: The Project will comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the District. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

Monitoring Phase: Pre-Construction/Construction  
Monitoring Agency: SCAQMD  
Enforcement Agency: Department of Building and Safety

MM AQ-3: The Project will be designed to reduce exposure of sensitive receptors to excessive levels of degraded air quality. Also, the Project will incorporate many “sustainable” or “green” strategies that target sustainable site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality, which in turn serve to directly and proactively reduce GHG and other air pollutant emissions. Project Design Features to be incorporated by the Project shall include, but are not limited to, the following or their equivalent:

- The CSMC Campus, including the Project Site, is conveniently located with respect to public transit opportunities. Given the Project Site’s location within an established urban area, access to a number of existing Los Angeles Metro bus lines is available, and a potential Metro Rail station at the northeast corner of the CSMC Campus may be available in the future, thereby reducing traffic, air quality, noise, and energy effects.
- Storm water within the Property, including at the Project Site, is collected, filtered, and re-used for landscaping irrigation within the CSMC Campus, thereby reducing water and energy consumption.
- The West Tower design incorporates light-colored roofing and paving materials which serve to reduce unwanted heat absorption and minimize energy consumption.
- Building materials and new equipment associated with the West Tower are selected to avoid materials that might incorporate atmosphere-damaging chemicals.
- The West Tower energy performance is designed to be 14% more effective than required by California Title 24 Energy Design Standards, thereby reducing energy use, air pollutant emissions and greenhouse gas emissions.
- The West Tower will generate 2.5% of the building’s total energy use through on-site renewable energy sources. On-site renewable energy sources can include a combination of photovoltaic, wind, hydro, wave, tidal, and bio-fuel based electrical production systems, as well as solar thermal and geothermal energy systems.
- The West Tower will use materials with recycled content such that the sum of post-consumer content plus one-half of the pre-consumer content constitutes at least 10% (based on cost) of the total value of the materials in the Project.
- Lighting systems within the West Tower will be controllable to achieve maximum efficiency (e.g., uniform general ambient lighting, augmented with individually controlled task lighting that accommodates user-adjustable lighting levels and automatic shutoff switching).

- The West Tower will be designed to provide occupant thermal comfort dissatisfaction levels above 85%.

Monitoring Phase: Pre-Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-4: Haul trucks shall be staged in non-residential areas and called to the site by a radio dispatcher. A Haul Route Permit shall be required before haul truck operations are conducted.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-5: Diesel-powered equipment shall be located as far as possible from sensitive receptors.

Monitoring Phase: Construction  
Monitoring Agency: South Coast Air Quality Management District  
Enforcement Agency: Department of Building and Safety

MM AQ-6: A temporary wall of sufficient height to reduce windblown dust shall be erected on the perimeter of the construction site.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-7: Ground wetting shall be required during grading and construction, pursuant to SCAQMD Rule 403. This measure can reduce windblown dust a maximum of 50 percent.

Monitoring Phase: Construction  
Monitoring Agency: South Coast Air Quality Management District  
Enforcement Agency: Department of Building and Safety

MM AQ-8: Contractors shall cover stockpiles of soil, sand, and similar materials to reduce wind pick-up.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-9: Construction equipment shall be shut off to reduce idling for extended periods of time when not in use.

Monitoring Phase: Construction  
Monitoring Agency: South Coast Air Quality Management District  
Enforcement Agency: Department of Building and Safety

MM AQ-10: Low sulfur fuel should be used to power construction equipment.

Monitoring Phase: Construction  
Monitoring Agency: South Coast Air Quality Management District  
Enforcement Agency: Department of Building and Safety

MM AQ-11: Construction activities shall be discontinued during second stage smog alerts.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-12: The proposed project shall implement a Transportation Demand Management program consistent with the provisions of SCAQMD Regulation XV.

Monitoring Phase: Occupancy  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Department of Building and Safety

MM AQ-13: The Medical Center should reduce, to the extent possible, its reliance on hazardous materials.

Monitoring Phase: Pre-construction, Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-14: The Medical Center should analyze the effect of stack design and exhaust velocity on the dispersion of air toxics.

Monitoring Phase: Pre-construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-15: New exhaust systems should be designed to place vents at or above the roof level of nearby buildings.

Monitoring Phase: Pre-construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-16: Conservation with the Los Angeles Department of Water and Power and [The Gas Company] to determine feasible energy conservation features that could be incorporated into the design of the proposed project.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-17: Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. Those standards relate to insulation requirements and the use of caulking, double-glazed windows, and weather stripping.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-18: Thermal insulation which meets or exceeds standards established by the State of California and the Department of Building and Safety should be installed in walls and ceilings.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-19: Tinted or solar reflected glass would be used on appropriate exposures.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-20: Heat-reflecting glass on the exterior-facing, most solar-exposed sides of the building, should be used to reduce cooling loads.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of City Planning
Enforcement Agency:	Department of Building and Safety

MM AQ-21: Interior and exterior fluorescent [halogen, or other energy efficient type] lighting should be used in place of less efficient incandescent lighting.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of City Planning
Enforcement Agency:	Department of Building and Safety

MM AQ-22: A variable air volume system which reduces energy consumption for air cooling and heating for water heating should be used where permitted.

Monitoring Phase: Pre-Construction  
Monitoring Agency: Department of City Planning  
Enforcement Agency: Department of Building and Safety

MM AQ-23: Air conditioning which will have a 100 percent outdoor air economizer cycle to obtain free cooling during dry outdoor climatic periods should be used.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-24: Lighting switches should be equipped with multi-switch provisions for control by occupants and building personnel to permit optimum energy use.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-25: Public area lighting, both interior and exterior, should be used, time controlled, and limited to that necessary for safety.

Monitoring Phase: Pre-construction, Occupancy  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-26: Department of Water and Power recommendations on the energy efficiency ratios of all air conditioning equipment installed should be followed.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-27: A carefully established and closely monitored construction schedule should be used to coordinate construction equipment movements, thus minimizing the total number of pieces of equipment and their daily movements. This would reduce fuel consumption to a minimum.

Monitoring Phase: Construction  
Monitoring Agency: Department of Building and Safety  
Enforcement Agency: Department of Building and Safety

MM AQ-28: Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

Monitoring Phase:	Construction
Monitoring Agency:	South Coast Air Quality Management District
Enforcement Agency:	Department of Building and Safety

MM AQ-29: Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-30: A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-31: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-32: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

Monitoring Phase:	Construction
Monitoring Agency:	South Coast Air Quality Management District
Enforcement Agency:	Department of Building and Safety

MM AQ-33: Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety



MM AQ-34: Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-35: Heavy equipment operations shall be suspended during first and second stage smog alerts.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-36: On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM AQ-37: Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

Monitoring Phase:	Construction
Monitoring Agency:	South Coast Air Quality Management District
Enforcement Agency:	Department of Building and Safety

MM AQ-38: Architectural coating shall have a low VOC content, per SCAQMD guidance.

Monitoring Phase:	Construction
Monitoring Agency:	South Coast Air Quality Management District
Enforcement Agency:	Department of Building and Safety

MM AQ-39: Prior to issuance of demolition permits, an asbestos and lead-based paint survey shall be conducted. If ACMs are detected, these materials shall be removed by a licensed abatement contractor and in accordance with all applicable federal, State, and local regulations, including SCAQMD Rule 1403 prior to demolition. If lead-based paint is identified, federal and State construction worker health and safety regulations (including applicable CalOSHA and USEPA regulations) shall be followed during demolition activities. Lead-based paint shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. If lead-based paint is identified on the building structure to be demolished, near-surface soil samples shall be collected around the structure to determine the potential for residual soil lead contamination, and appropriate remediation shall be completed prior to building construction.

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Monitoring Phase:	Pre-construction, Demolition
Monitoring Agency:	South Coast Air Quality Management District
Enforcement Agency:	Department of Building and Safety

## NOISE

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MM NOI-1: The Project will comply with the City's Noise Ordinance to ensure that construction activities are conducted in accordance with the LAMC.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-2: Specify the use of quieted equipment in compliance with the applicable provisions of the City of Los Angeles Noise Ordinance No. 156,363.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-3: Route trucks hauling debris through non-residential areas by approval of the Department of Building and Safety.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-4: The use of quieted equipment would reduce noise levels by an additional 3 to 6 dBA.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-5: Limit demolition activities to the hours of 7:00 A.M. to 6:00 P.M., Monday through Friday and from 8:00 A.M. to 6:00 P.M. on Saturday.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-6: Construct a temporary noise barrier wall along the property line, where feasible, as determined by the Department of Building and Safety.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-7: Specify that all sound-reducing devices and restrictions be properly maintained throughout the construction period.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-8: Where temporary noise barriers are infeasible, portable noise panels to contain noise from powered tools shall be used.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-9: Use rubber-tired equipment rather than track equipment.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-10: Limit the hours of construction to between 7:00 A.M. and 6:00 P.M., Monday through Friday and between 8:00 A.M. and 6:00 P.M. on Saturday.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-11: Keep loading and staging areas on site within the perimeter protected by the recommended temporary noise barrier and away from the noise-sensitive sides of the site.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-12: If feasible, use alternate pile placement methods other than impact pile driving (See MM NOI-22 for a detailed discussion of the feasibility of alternate pile placement methods).

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-13: Installation of sound attenuating devices on exhaust fans, enclosing mechanical equipment, and providing sound absorbing and shielding provisions into the design.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-14: Construction contracts shall specify that all construction equipment be equipped with mufflers and other suitable noise attenuation devices.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-15: Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-16: Barriers such as plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the Project Site to the extent feasible, to minimize the construction noise.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-17: Flexible sound control curtains shall be placed around drilling apparatus and drill rigs used within the Project Site, to the extent feasible.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-18: The construction contractor shall establish designated haul truck routes. The haul truck routes shall avoid noises sensitive receptors, including, but are not limited to residential uses and schools.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-19: All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the Project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-20: The construction contractor shall establish a “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-21: The applicant shall conduct an acoustical analysis to determine if the materials to be used for the proposed Project would reduce interior noise levels by 45 dBA. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be required to reduce the interior noise levels by 45 dBA, and the applicant shall incorporate these features into the proposed Project.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM NOI-22: Pile driving activity shall be limited based on the distance of vibration sensitive buildings to the Project Site. For buildings within 35 feet of pile driving activity, contractors shall use caisson drilling to drive piles. For buildings 35 to 55 feet from pile driving activity, contractors shall use sonic or vibratory pile drivers to drive piles. For buildings 55 feet and beyond pile driving activity, contractors may use impact pile drivers.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

## TRANSPORTATION AND CIRCULATION

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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.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

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

Monitoring Phase:	Pre-construction
Monitoring Agency:	Los Angeles Department of Transportation
Enforcement Agency:	Bureau of Engineering

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

the applicant shall execute and record a covenant to the satisfaction of DOT guaranteeing implementation of the DOT approved TDM Plan.

Monitoring Phase: Pre-construction, Construction  
Monitoring Agency: Los Angeles Department of Transportation and  
Department of City Planning  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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MM TRF-8	<p>The applicant should provide safe pedestrian/auto junctures to the satisfaction of the Department of Transportation and the Bureau of Engineering at key intersections, driveway locations, entry points, and within parking areas of the Medical Center.</p> <p>Monitoring Phase: Pre-construction Monitoring Agency: Los Angeles Department of Transportation Enforcement Agency: Bureau of Engineering</p>
MM TRF-9:	<p>Sheltered waiting areas shall be provided by the applicant at bus stops adjacent to the perimeter of the Cedars-Sinai Medical Center campus where no shelter currently exists.</p> <p>Monitoring Phase: Pre-construction Monitoring Agency: Los Angeles Department of Transportation Enforcement Agency: Engineering</p>
MM TRF-10:	<p>Applicant shall coordinate with DOT to identify sidewalks and pedestrian access points for improvement of access from transit stops.</p> <p>Monitoring Phase: Pre-construction Monitoring Agency: Los Angeles Department of Transportation Enforcement Agency: Engineering</p>
MM TRF-11:	<p>Parking/driveway plan. A parking area and driveway plan shall be prepared for approval by the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.</p> <p>Monitoring Phase: Pre-construction Monitoring Agency: Los Angeles Department of Transportation Enforcement Agency: Bureau of Engineering</p>
MM TRF-12:	<p>The design of the on-site parking shall integrate safety features, such as, signs, lights, and striping pursuant to Section 12.21.A5 of the Municipal Code.</p> <p>Monitoring Phase: Pre-construction Monitoring Agency: Los Angeles Department of Transportation Enforcement Agency: Bureau of Engineering</p>
MM TRF-13:	<p>The Driveway and Parking Plan review for the project should be coordinated with the Citywide Planning Coordination Section.</p> <p>Monitoring Phase: Pre-construction Monitoring Agency: Los Angeles Department of Transportation Enforcement Agency: Bureau of Engineering</p>

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

Monitoring Phase: Construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction, Construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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

Monitoring Phase: Pre-construction  
Monitoring Agency: Building and Safety  
Enforcement Agency: Building and Safety

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

Monitoring Phase: Construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Bureau of Engineering

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.

Monitoring Phase: Pre-construction  
Monitoring Agency: Los Angeles Department of Transportation  
Enforcement Agency: Department of Building and Safety

MM TRF-24: Int. No. 2: Robertson Blvd./Alden Dr.-Gracie Allen Dr. The applicant shall provide a right-turn-only lane at the northbound approach of Robertson Boulevard at the Alden Drive-Gracie Allen Drive intersection, as well as a right-turn-only lane at the westbound approach of Alden Drive-Gracie Allen Drive at the intersection. The resultant lane configurations at the northbound approach to the intersection will be one exclusive left-turn lane, one through lane and one right-turn-only lane. The resultant lane configurations at the westbound approach to the intersection will be one shared left-turn/through lane and one right-turn-only lane. These improvement measures would require restriping both the northbound and southbound approaches to the intersection; widening the westbound approach along the north side of Alden Drive-Gracie Allen Drive by 2.5 feet for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width), thereby reducing sidewalk width from the existing 12.5 feet to 10 feet; as well as the removal of on-street parking along the eastside of Robertson Boulevard south of the intersection for a distance of approximately 130 feet (approximately 6 spaces). If implemented, the mitigation measure shall be executed in two phases. First, Alden Drive-Gracie Allen Drive shall be widened and restriped as proposed above. Second, a traffic warrant analysis shall be performed 2 years after full occupancy of the Project to determine the need for a right-turn-only lane at the northbound approach of Robertson Boulevard. If a right-turn-only lane is warranted, the lane shall be implemented as proposed above.

Monitoring Phase:	Construction
Monitoring Agency:	Los Angeles Department of Transportation
Enforcement Agency:	Bureau of Engineering

MM TRF-25: Int. No. 6: George Burns Rd./Beverly Blvd. The applicant shall 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). The three-foot widening would also reduce the existing sidewalk width from 15 feet to the minimum required 12 feet for a Major Highway Class II for a distance of approximately 100 feet (not including the transition length back to the existing sidewalk width). It must be noted that this intersection is located in the City of West Hollywood, therefore implementation of the recommended mitigation will require approval and cooperation with the City of West Hollywood.

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Monitoring Phase:	Construction
Monitoring Agency:	Los Angeles Department of Transportation
Enforcement Agency:	Bureau of Engineering

## **CUMULATIVE EFFECTS**

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MM CUM-1: Unless otherwise required and to the satisfaction of the Department of Building and Safety, the Applicant shall install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM CUM-2: Unless otherwise required and to the satisfaction of the Department of Building and Safety, the Applicant shall install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM CUM-3: As otherwise restricted by state or federal regulations, single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM CUM-4: Unless otherwise required, all restroom faucets shall be of a self-closing design, to the satisfaction of the Department of Building and Safety.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

MM CUM-5: In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf and greater, to the satisfaction of the Department of Building Safety.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

