

**PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE**

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2021-3512-VZC-VCU	ENV-2021-3513-CE	5 – Koretz
PROJECT ADDRESS:		
8700 Beverly Boulevard (8575 West 3rd Street; 8723 West Alden Drive; 8660 – 8730 West Beverly Boulevard; 110 North George Burns Road; 103 – 139 South George Burns Road; 8705 – 8750 West Gracie Allen Drive; 111 North San Vicente Boulevard)		
APPLICANT	TELEPHONE NUMBER:	EMAIL ADDRESS:
Richard B. Jacob, Cedars-Sinai Medical Center 8700 Beverly Boulevard Suite 2922 Los Angeles, CA 90048 <input type="checkbox"/> New/Changed	310-423-2721	jacobsR@csmc.edu
APPLICANT'S REPRESENTATIVE	TELEPHONE NUMBER:	EMAIL ADDRESS:
Jeffrey Haber/ Michael Nytzen Paul Hastings LLP 515 S. Flower Street Los Angeles, CA 90071	213-683-6000	jeffreyhaber@paulhastings.com , michaelnytzen@paulhastings.com
APPELLANT	TELEPHONE NUMBER:	EMAIL ADDRESS:
N/A	N/A	N/A
APPELLANT'S REPRESENTATIVE	TELEPHONE NUMBER:	EMAIL ADDRESS:
N/A	N/A	N/A
PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Esther Ahn	213-978-1486	esther.ahn@lacity.org
ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION		
Vesting Zone Change (VZC)		

FINAL ENTITLEMENTS NOT ADVANCING:

Vesting Conditional Use Permit (VCU)

ITEMS APPEALED:

N/A

ATTACHMENTS:	REVISED:	ENVIRONMENTAL CLEARANCE:	REVISED:
<input checked="" type="checkbox"/> Letter of Determination	<input type="checkbox"/>	<input checked="" type="checkbox"/> Categorical Exemption	<input type="checkbox"/>
<input checked="" type="checkbox"/> Findings of Fact	<input type="checkbox"/>	<input type="checkbox"/> Negative Declaration	<input type="checkbox"/>
<input checked="" type="checkbox"/> Staff Recommendation Report	<input type="checkbox"/>	<input type="checkbox"/> Mitigated Negative Declaration	<input type="checkbox"/>
<input checked="" type="checkbox"/> Conditions of Approval	<input type="checkbox"/>	<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/>
<input checked="" type="checkbox"/> Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Mitigation Monitoring Program	<input type="checkbox"/>
<input checked="" type="checkbox"/> Zone Change Map	<input type="checkbox"/>	<input type="checkbox"/> Other _____	<input type="checkbox"/>
<input type="checkbox"/> GPA Resolution	<input type="checkbox"/>		
<input type="checkbox"/> Land Use Map	<input type="checkbox"/>		
<input type="checkbox"/> Exhibit A - Site Plan	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Mailing List	<input type="checkbox"/>		
<input type="checkbox"/> Land Use	<input type="checkbox"/>		
<input type="checkbox"/> Other _____	<input type="checkbox"/>		

NOTES / INSTRUCTION(S):

Related Case: CPC-2008-619-ZC-DA-M1

FISCAL IMPACT STATEMENT:

Yes No

*If determination states administrative costs are recovered through fees, indicate "Yes".

PLANNING COMMISSION:

- | | |
|--|--|
| <input checked="" type="checkbox"/> City Planning Commission (CPC) | <input type="checkbox"/> North Valley Area Planning Commission |
| <input type="checkbox"/> Cultural Heritage Commission (CHC) | <input type="checkbox"/> South LA Area Planning Commission |
| <input type="checkbox"/> Central Area Planning Commission | <input type="checkbox"/> South Valley Area Planning Commission |
| <input type="checkbox"/> East LA Area Planning Commission | <input type="checkbox"/> West LA Area Planning Commission |
| <input type="checkbox"/> Harbor Area Planning Commission | |

PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
October 21, 2021	6 – 0
LAST DAY TO APPEAL:	APPEALED:
November 29, 2021	No
TRANSMITTED BY:	TRANSMITTAL DATE:
Cecilia Lamas Commission Executive Assistant	November 30, 2021



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: NOV 09 2021

Case No. **CPC-2021-3512-VZC-VCU**
CEQA: ENV-2021-3513-CE
Plan Area: Wilshire
Related Case: CPC-2008-619-ZC-DA-M1

Council District: 5 – Koretz

Project Site: 8700 Beverly Boulevard (8575 West 3rd Street;
8723 West Alden Drive; 8660 – 8730 West Beverly Boulevard;
110 North George Burns Road; 103 – 139 South George Burns Road;
8705 – 8750 West Gracie Allen Drive; 111 North San Vicente Boulevard)

Applicant: Richard B. Jacobs, Cedars-Sinai Medical Center
Representative: Jeffrey Haber & Michael Nytzen, Paul Hastings LLP

At its meeting of **October 21, 2021**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Modification of existing [Q] and [D] conditions and the amendment to an existing Development Agreement in order to allow for the addition of a new 405,000 square-foot hospital wing with 203 patient beds pursuant to California's Alfred E. Alquist Hospital Facilities Seismic Safety Act, which requires that, by 2030, all acute care hospitals in California be able to withstand a major earthquake and remain functioning.

1. **Determined**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15302, Class 2, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved and Recommended** that the City Council **adopt**, pursuant Section 12.32 Q of the Los Angeles Municipal Code (LAMC), a Vesting Zone Change from [T][Q]C2-2D-O to [T][Q]C2-2D-O, subject to the Tentative "T" and Qualified "Q" Classifications and "D" Development Limitation;
3. **Approved**, pursuant to LAMC Section 12.24 T.3(a), a Vesting Conditional Use to permit the addition of a new 405,000 square-foot hospital wing with 203 patient beds;
4. **Adopted** the attached Modified Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Perlman
Second: Hornstock
Ayes: Campbell, Choe, Leung, López-Ledesma
Absent: Mack, Millman, Dake Wilson

Vote: 6 – 0

Cecilia Lamas (Electronic Signature due to COVID-19)

Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission as it relates to the Vesting Zone Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: NOV 29 2021

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Map, Modified Conditions of Approval, Findings, Interim Appeal Filing Procedures

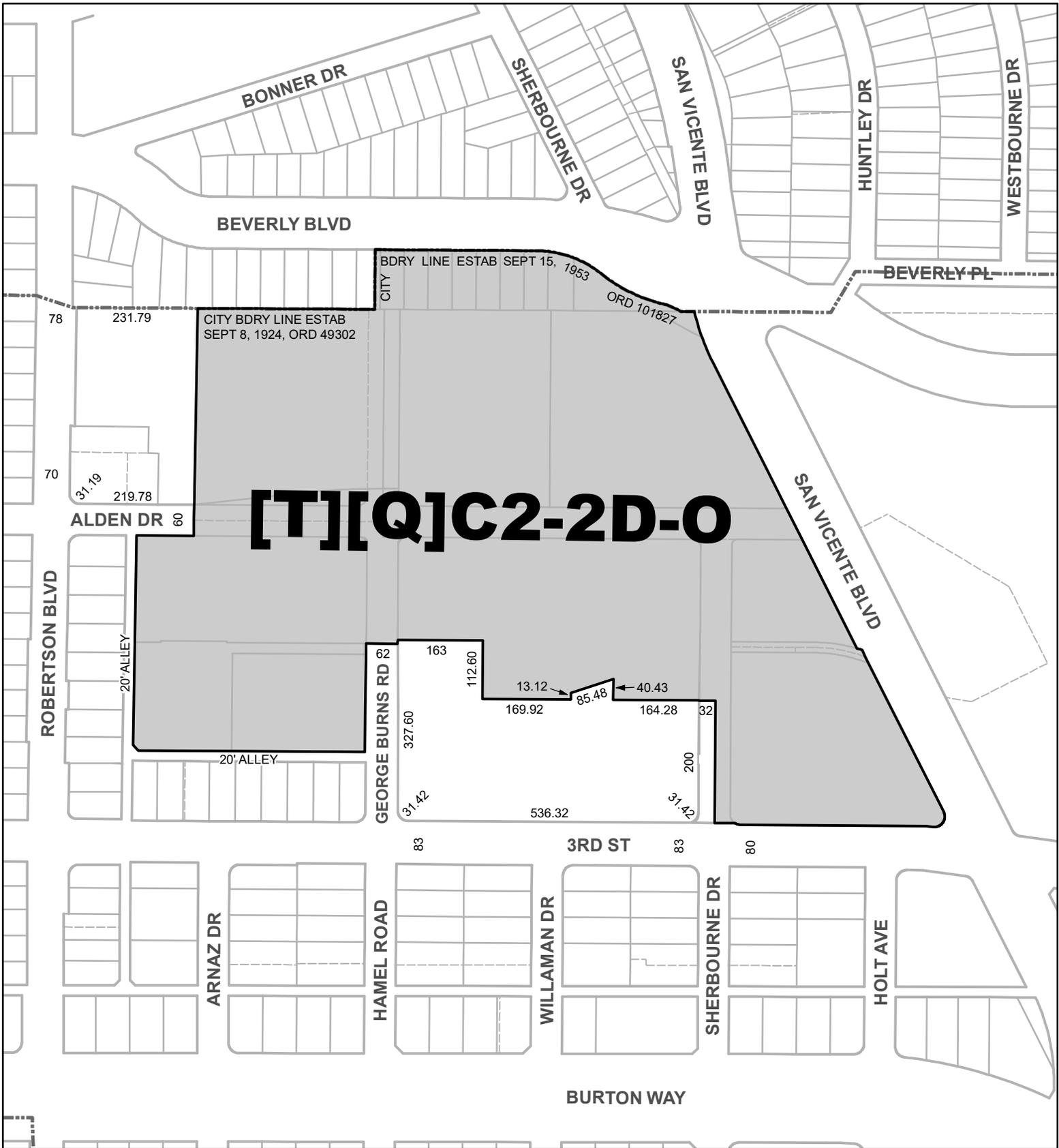
c: Heather Bleemers, Senior City Planner
Esther Ahn, City Planner

ORDINANCE NO. _____

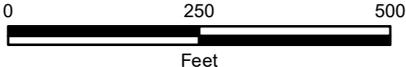
An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

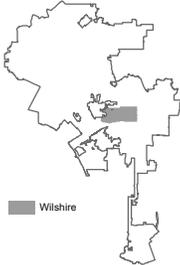
Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



City of Los Angeles



CPC-2021-3512-VZC-VCU



[Q] QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification:

A. Entitlement Conditions

1. **Use.** Use of the subject property shall be limited to the use and area provisions of the C2-2D-O zone as defined in Section 12.14 of the Municipal Code.
2. **Prior Case.** The [Q] Permanent Qualified condition restricting use of the subject property (Subareas 750-790 inclusive) imposed through Ordinance No. 165,331 shall remain in full force and effect, except as specifically waived or further limited by these conditions.
3. **Prior Case.** The [Q] Permanent Qualified conditions imposed through Section 2 of Ordinance No. 163,952 (and rendered permanent by Ordinance No. 165,331) as clarified by City Council on June 12, 1992 (CF No. 88-0046) shall remain in full force and effect except as specifically waived or further limited by these conditions.
4. **Prior Case.** The [Q] Permanent Qualified Conditions imposed through Section 2 of Ordinance No. 168,847 (and rendered permanent by Ordinance No. 165,331) shall remain in full force and effect except as specifically waived or further limited by these conditions.
5. **Prior Case.** The [Q] Permanent Qualified Conditions imposed through Section 2 of Ordinance No. 180,709 (and rendered permanent by Ordinance No. 165,331) shall remain in full force and effect except as specifically waived or further limited by these conditions.
6. **Authorized Development.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
 - a. The chart below describes the development amounts and uses permitted under existing Ordinance Nos. 168,847 and 180,709 and authorized through this approval, as well as the development and equivalent uses that have occurred, and the remaining development rights.

Cedars-Sinai Master Plan Authorized Development Uses and Approved Equivalents								
Permitted Development Rights under Master Plan	Computer Room Development 1993	Pediatric Balcony Enclosure 1994	Emergency Rm. Exp. 1995	Imaging Bldg. Development 2000	8723 Alden Drive Elevator Installation 1999	Saperstein Critical Care Tower 2003	Advanced Health Sciences Pavilion 2009	Remaining Development Rights
Medical Suites (209,000 sq.ft.)							118,420	90,580
Diagnostic (90,000 sq.ft.)				12,000			44,500	33,500

Support (41,000 sq.ft.)				14,378			15,600	11,022
Organ Transplant (170,000 sq.ft.)						59,849	110,151	0
Rehabilitation (127,500 sq.ft.)							94,500	33,000
Imaging (21,000 sq.ft.)				21,000				0
Administrative (23,300 sq.ft.)		1,000	6,405		628		10,149	5,118
Emergency Room (3,700 sq.ft.)			3,590					110
Computer Service (14,500 sq.ft.)	14,500							0
West Tower (200,000 sq.ft./100 beds)								200,000
Seismic Upgrade Wing (405,000 sq.ft./203 beds)								405,000
Total	14,500	1,000	9,995	47,378	628	59,849	393,320	778,330

- b. The following additional uses/structures are authorized through this approval:

Seismic Upgrade Wing Maximum 405,000 square feet
Gross Floor Area ("GFA") including
Maximum 203 hospital beds

Gross floor area shall be calculated utilizing the definition of floor area included in LAMC section 12.03.

- c. Future development on the property will utilize both authorized development rights previously approved under Ordinance 168,847 and Ordinance No. 180,709, including those development rights credited by demolition of any existing building, as well as additional development rights hereby authorized by this approval.

7. Parking.

- a. Parking shall be provided pursuant to the Los Angeles Municipal Code Sections 12.21-A.4, and as follows:
- i. The property owner shall provide free on-site parking for car poolers.
 - ii. A plan or procedure shall be prepared and implemented for use of parking facilities by employees that prohibits employee parking on any local residential street within 500 feet of the site. The plan procedures shall be provided to the Department of City Planning prior to issuance of any Certificate of Occupancy and placed in the administrative case file.
- b. Parking. Development authorized through this zone change approval shall provide off-street parking for constructed facilities on-site at the following ratios:

(1) Outpatient Treatment and Diagnostic Center

Medical Suites	5 spaces/1,000 square feet GFA
Diagnostic/Support Space	3.3 spaces/1,000 square feet GFA
(2) Rehabilitation Center	2.5 spaces/bed
(3) Computer Center/ Emergency Room/ MRI / Administrative Expansions	3.3 spaces/1,000 square feet GFA
(4) Organ Transplant Wing	2.5 spaces/bed
(5) Advanced Health Sciences Pavilion	
Centers of Excellence	5 spaces/1,000 square feet GFA
Diagnostic/Support/ Procedure/Research / Administrative	3.3 spaces/1,000 square feet GFA
(6) West Tower	
Inpatient	2.5 spaces/bed
Medical Suites	5 spaces/1,000 square feet GFA
Diagnostic/Support/ ER/Rehabilitation / Administrative	3.3 spaces/1,000 square feet GFA
(7) Seismic Upgrade Wing	2 spaces/bed

Gross floor area shall be calculated as defined in Municipal Code Section 12.03. Parking shall be provided per these minimum standards prior to issuance of any certificate of occupancy. A minimum of 33% of the parking spaces to be provided shall be reserved for short term (e.g., visitor, outpatient and guest) parking.

- c. Parking for any buildings authorized under this approval and Ordinance Nos. 168,847 and 180,709 which are built and occupied shall be provided at the rates established in Condition No. 7.b.
- d. Following issuance of a Certificate of Occupancy for the Advanced Health Sciences Pavilion ("Pavilion") and upon achieving 80 percent occupancy of the Pavilion, a parking utilization study shall be submitted for review by the Director or Planning. The Director of Planning shall determine whether parking demand is being met by the parking provided upon completion of the Pavilion and implementation of a Transportation Demand Management (TDM) Plan. This determination shall be based upon the recommendations of the Departments of Transportation and Planning with respect to a parking study to be conducted by the Cedars-Sinai Medical Center. The parking study shall include quarterly surveys conducted over a one-year period following issuance of a Certificate of Occupancy for the completed Pavilion facility and achievement of 80 percent occupancy of the Pavilion. A final parking study based thereon shall be submitted to the Director of Planning within 30 days of the final survey date. The Director of Planning shall determine whether additional parking spaces, up to the maximum number required in paragraph 7.e. below, shall be required based upon the study within 90 days of its submission to the Director of Planning for review.
- e. Notwithstanding the parking ratios required in paragraph 7.b. above, if the Director of Planning determines, based on the parking utilization study, that the parking provided upon occupancy of 80 percent of the Pavilion, together with the TDM Plan required by

- Condition No. 7.d. herein, is adequate for that facility, parking for the remaining facilities shall be as provided for in Condition 7.b., less 20 percent, as a result of reduced parking demand due to implementation of the TDM Plan. If the Director of Planning determines that the parking demand is not being met by the parking provided upon completion of the Pavilion and implementation of the TDM Plan, parking for the remaining facilities shall be provided at the ratios required by paragraph 7.b. above. In no event shall the number of parking spaces required be less than that required by the parking provisions of the Los Angeles Municipal Code in effect at the time of this approval nor shall the number of parking spaces required be greater than the parking requirements pursuant to Condition No. 7.b. herein.
- f. Employee parking provided at the Cedars-Sinai Medical Center ("CSMC" or "Medical Center") may be provided up to a ratio of 60% compact spaces and 40% standard spaces. Non-employee parking may be provided at a ratio of up to 50% compact spaces.
8. **Seismic Upgrade Wing Regulatory Compliance Measures (RCMs)** – the following RCMs shall apply to the development of the Seismic Upgrade Wing:

RCM-1: Prior to obtaining a demolition and/or grading permit, the Project Applicant shall prepare a Construction Staging and Traffic Management Plan (CSTMP) for review and approval by LADOT, pursuant to the August 30, 2021 LADOT Inter-Departmental Correspondence (DOT Case No. CEN 21-51860).

RCM-2: In accordance with Los Angeles Municipal Code Section 91.7006.7, 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 Project Site during demolition and construction.

RCM-3: The project shall comply with LAMC Section 91.106.4.8 which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

RCM-4: Appropriate dust control measures shall be implemented as part of the proposed project during each phase of development, as required by South Coast Air Quality Management District (SCAQMD) Rule 403 - Fugitive Dust, including the following:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high wind conditions (i.e., greater than 25 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

- Trucks having no current hauling activity shall not idle for periods longer than five minutes.

RCM-5: In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RCM-6: The Project shall use materials consistent with SCAQMD Rule 1113 - Architectural Coatings, which limits the volatile organic content (VOC) of paint and architectural coatings.

RCM-7: The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-8: In compliance with LAMC Section 112.05, Noise-generating equipment operated at the project site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

RCM-9: In compliance with LAMC Section 112.05, Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

RCM-10: The operation of any on-site stationary sources of noise shall comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, and heating equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.

RCM-11: Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

RCM-12: If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

RCM-13: Low Impact Development Plan. Prior to issuance of grading permits, the applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or

Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RCM-14: New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by SCAQMD Regulation XIII, New Source Review.

RCM-15: The site shall be maintained in good repair and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.

- B. **Environmental Conditions (MM).** The following environmental mitigation measures in [Q] Conditions 9 through 13 apply only to development authorized under Ordinance Nos. 168,847 and 180,709:

9. **Aesthetics**

- a. REGULATORY REQUIREMENTS, STANDARD CONDITIONS, AND PROJECT DESIGN FEATURES.

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.

- b. 1993 MITIGATION MEASURES (CARRIED FORWARD)

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.

10. Air Quality

a. REGULATORY REQUIREMENT, STANDARD CONDITIONS, AND PROJECT DESIGN FEATURES

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 satisfaction levels above 85%.

1993 MITIGATION MEASURES (CARRIED FORWARD)

Construction

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.

Long Term Operational

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.

Energy Conservation Measures that Reduce Air Pollution Emissions.

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.

RECOMMENDED ADDITIONAL MITIGATION MEASURES

Construction

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.

11. Noise

1993 MITIGATION MEASURES (CARRIED FORWARD)

Construction Noise

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).

Operational Noise

MM NOI-13: Installation of sound attenuating devices on exhaust fans, enclosing mechanical equipment, and providing sound absorbing and shielding provisions into the design.

RECOMMENDED ADDITIONAL MITIGATION MEASURES

Construction Noise

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.

Operational Noise

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.

Vibration

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.

12. Transportation and Circulation

REGULATORY REQUIREMENTS, STANDARD CONDITIONS AND PROJECT FEATURES

MM TRF-1: In accordance with Los Angeles Municipal Code Section 91.7006.7, 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 Project Site during demolition and construction.

1993 MITIGATION MEASURES (CARRIED FORWARD)

Traffic

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.

Vehicular Access

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

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

MM TRF-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.

Parking

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

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

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

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

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

Public Transit

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

MM TRF-17: Maps of surrounding bus services should be posted at bus stops and other locations where people are likely to view the information, particularly near the Outpatient Diagnostic and Treatment Center [now 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.

Easements

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

ADDITIONAL MITIGATION MEASURES

Construction

MM TRF-22: The Project Applicant will prepare and implement an Interim Traffic Control Plan ("TCP") during construction to the satisfaction of the Department of Transportation (DOT).

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.

13. CUMULATIVE EFFECTS

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 plant 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.

14. **Explosion/Release (Asbestos Containing Materials)** – Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

15. **Increased Vehicle Trips/Congestion** – The project shall implement the measures detailed in the Department of Transportation (DOT) communications to the Planning Department dated June 5, 2008 to the satisfaction of DOT. This requirement applies only to the development authorized under Ordinance No. 180,709.

16. **Utilities (Solid Waste)** – Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

C. Other Conditions

17. **Parking Fees.** Parking rates for visitors, outpatients and guests (as defined in Condition 6.a) of CSMC shall be no greater than the prevailing parking rates in the surrounding area, excluding free, validated or discounted rates. The determination of prevailing rates in the surrounding area shall be based on an annual survey of parking rates (not including free, validated or discounted rates) conducted by CSMC in the area generally bounded by the

Beverly Connection on the east, Robertson Boulevard on the west, Burton Way on the south and the north side of Beverly Boulevard.

18. **Parking.** A minimum of ten (10) percent of the long-term parking spaces provided shall be designated and reserved exclusively for High Occupancy Vehicles (HOV) use.
19. **Bicycle/Moped/Motorcycle Parking.** Secure, convenient bicycle, moped and motorcycle parking areas shall be provided at a ratio of one space for twenty (20) automobile parking spaces provided for development authorized through this approval on the subject property.
20. **Transit Access.** Cedars-Sinai Medical Center shall prepare and execute a covenant and agreement to the satisfaction of the City Planning Department and the Metropolitan Transit Authority (MTA) agreeing to provide an easement within the Property 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 or financing of the Medical Center as determined by the CSMC in its sole discretion.
21. **Plan (general).** Prior to the issuance of building permits, detailed development plans, including a complete landscape and irrigation plan, shall be submitted to the satisfaction of the Planning Department.
22. **Plan.** The subject property shall be developed substantially in conformance with the plot plan and exhibits of the subject case file, as to the subject conditions and as to location of structures, except as the City Council may subsequently approve a modification of the plan. Deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions and the intent of the subject permit authorization.
23. **Signs.** Cedars-Sinai Medical Center shall record a covenant and agreement agreeing to develop and implement a "wayfinding"/signage program to direct visitors to the various Medical Center facilities. All signs shall be of an identifying or directional nature only and shall be arranged and located so as not to be a distraction to vehicular traffic. Animated or flashing signs are prohibited. The sign program shall be submitted to the Department of City Planning for review. CSMC will consult with the Cities of Beverly Hills and West Hollywood with respect to the "wayfinding"/signage program.
24. **Green Building.** Prior to the issuance of any permits for West Tower and for the Seismic Upgrade Wing, the applicant shall register the project with the Leadership in Energy and Environmental Design (LEED) Green Building Rating System for LEED certification. The project shall meet the prerequisites and performance benchmarks (credits) so that it meets the Silver level of certification per the most applicable LEED rating systems (NC, EB, C&S, CI, Home, ND).

A completed LEED checklist shall be submitted in conjunction with the Plan Check application. A final checklist, signed by the applicant and architect of record shall be submitted, prior to issuance of the Certificate of Occupancy.

A certificate from the US Green Building Council stating the project's level of certification shall be provided to the Planning Department, no more than 18 months after the date that the project receives certificate of occupancy.

[D] DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32-G.4 of the Los Angeles Municipal Code, the following restrictions are hereby imposed upon the use of the subject property, subject to the "D" Development Limitation classification:

1. **Floor Area.** The total gross floor area contained in all buildings on the subject property shall not exceed 3.025 million square feet. Gross floor area shall be calculated as defined in Municipal Code Section 12.03. In no event shall the overall floor area ratio of development of the subject property exceed 2.89:1.
2. **Height.** No building or structure located on the subject property shall exceed 185 (one hundred eighty five) feet in height above grade as defined by Municipal Code Sections 12.21.1-B.3.a and b.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
 - a. Dedications Required –
 - i. **San Vicente Boulevard** (Boulevard II) – Accept the 7-foot future street and the property radius return at the intersection with 3rd Street under Instrument No. 89-1608763 by suitable resolution. Provide an additional 1-foot sidewalk easement and suitable radius easement return at the intersection of 3rd Street to retain the existing 15-foot border along the property frontage.
 - ii. **3rd Street** (Avenue II) – Accept 3-foot, 5-foot and variable width future street under Instrument No. 89-1608763 and variable future street under Instrument No. 02-0995142 to complete a 43-foot half right of way in accordance to Avenue II Standard.

Note: The acceptance of future street shall be process by the Permit Case Management Division of the Bureau of Engineering.

- iii. **Alden Drive** (Local Street) – None.
- iv. **George Burns Road** (Local Street) - None.
- v. **North/South Alley** (Between Alden Drive & 3rd Street) – None.
- vi. **East/West Aley** (North of 3rd Street) – None.

b. Improvements Required –

- i. **San Vicente Boulevard** – Repair and replace any damaged/cracked or off-grade curb, gutter, sidewalk, and AC pavement adjoining the property. Reconstruct all the existing curb ramps at the intersection of San Vicente Boulevard and 3rd Street in accordance to BOE standard plan and per BOE Special Order 01-1020.
- ii. **3rd Street** – Repair and replace any damaged/cracked or off-grade curb, gutter, sidewalk, and AC pavement adjoining the property.
- iii. **George Burns Road** – Repair and replace any damaged/cracked or off-grade curb, gutter, sidewalk, and AC pavement adjoining the property.
- iv. **Alden Drive** - Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk adjoining the property.
- v. **North/South Alley** (Between Alden Drive & 3rd Street) – Repair and replace any damaged/cracked or off-grade alley pavement and longitudinal concrete gutter adjoining the property. Reconstruct the alley intersection with Alden Drive per BOE standards.
- vi. **East/West Alley** (North of 3rd Street) – Repair and replace any damaged/cracked or off-grade alley pavement and longitudinal concrete gutter adjoining the property. Reconstruct the alley intersection at George Burns Road per BOE standards.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non- ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services (213) 847-3077.

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements dedication and improvements.

- c. No major drainage problems are involved.
- d. There are existing sewer lines in San Vicente Boulevard, 3rd Street, George Burns Road, North/South Alley and East/West Alley. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

- e. The applicant shall file a request with the Bureau of Engineering, Central District to verify that the existing sewer line has enough capacity to handle the additional flow that will be generated by the proposed project.
- f. Submit parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Street Lighting.**

- a. Improvement Condition: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; ten (10) on San Vicente Blvd., four (4) on 3rd Street., one (1) on Alden Dr., and one (1) on George Burns Rd.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan; or 2) by LADOT; or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

4. **Urban Forestry Division.**

- a. The applicant shall submit a tree report and a landscape plan prepared by a Tree Expert, as required by LAMC Ordinance No. 177,404, for approval by the City Planning Department and the Urban Forestry Division, Bureau of Street Services. The Tree Report shall contain the Tree Expert's recommendations for the preservation of as many desirable (eight inches diameter or greater) trees as possible and shall provide species, health, and condition of all trees with tree locations plotted on a site survey. An on-site 1:1 tree replacement shall be required for the unavoidable loss of any desirable on-site trees.

Note: Removal of Protected trees requires the approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

CEQA document must address protected tree removals.

- b. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077 for permit information. CEQA document must address parkway tree removals.

CONDITIONS OF APPROVAL

(As modified by the City Planning Commission at its meeting on October 21, 2021)

Pursuant to Sections 12.24-U,14 and 12.24-T,3(a) of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Use.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A," except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
3. **Electric Vehicle Parking.** The number of required electric vehicle (EV) spaces shall be 30 percent of the total number of parking spaces provided, but in no case less than one space, for all types of parking facilities, per Section 99.05.106.5.3.3 of Article 9, Chapter IX of the LAMC. Calculations for the required number of EV spaces shall be rounded up to the nearest whole number.
 - a. **Electric Vehicle Charging Stations.** The number of electric vehicle charging stations (EVCS) shall be ten percent of the total number of parking spaces provided for all new nonresidential buildings. Calculations for the number of required EVCS shall be rounded up to the nearest whole number. The number of EVCS can be counted towards the total number of EV spaces required for the building per Section 99.05.106.5.3.3 of Article 9, Chapter IX of the LAMC.
4. **Department of Transportation.**
 - a. The project shall submit a Construction Staging and Traffic Management Plan (CSTMP) to the appropriate DOT office. The CSTMP should include, but not be limited to, the following measures:
 - i. Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
 - ii. Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flaggers).
 - iii. To the extent feasible, scheduling of construction activities that avoid peak hours so as to reduce to the effect on traffic flow on surrounding arterial streets.
 - iv. Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
 - v. Containment of construction activity outside the Project Site boundaries and within the public right-of way, per the approved Worksite Traffic Control Plan.

- vi. Prohibition on construction-related vehicles/equipment parking on the surrounding public streets.
- vii. Coordination with Metro and West Hollywood Cityline to address any potential conflicts with existing transit service, including temporary relocation of bus stops as needed.
- viii. Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- ix. Schedule delivery of construction materials and hauling/transport of oversized loads to non-peak travel periods, to the extent possible. Hauling or transport shall be allowed during nighttime hours, Sundays, or Federal Holidays if approved by the Board of Police Commissioners.
- x. Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.
- xi. Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- xii. Securing of loads of trimming and watering or covering to prevent the spilling or blowing of earth material.
- xiii. Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- xiv. Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.
- xv. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed.

5. **Fire Department.**

- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- b. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- c. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

- e. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- f. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- g. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- h. Submit plot plans indicating access road and turning area for Fire Department approval.
- i. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- j. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- k. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- l. Entrance to the main lobby shall be located off the address side of the building.
- m. Any required Fire Annunciator panel or Fire Control Room shall be located within a 20ft visual line of sight of the main entrance stairwell or to the satisfaction of the Fire Department.
- n. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- o. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facility.
- p. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.
- q. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY

APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please email lafdhydrants@lacity.org You should advise any consultant representing you of this requirement as well.

Administrative Conditions of Approval

5. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
6. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
7. **Department of Building and Safety.** The granting of this determination does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
8. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
9. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
10. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
11. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
12. **Project Plan Modifications.** Any correction and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yard or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review

and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission or Board.

13. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Department of City Planning with status reports for assessing and ensuring the efficacy of the mitigation measures (environmental conditions) required herein for development authorized under Ordinance Nos. 168,847 and 180,709.
 - a. Prior to any Department of City Planning clearance of the conditions of approval contained herein for development authorized under Ordinance Nos. 168,847 and 180,709, the applicant shall file a Mitigation Monitoring and Reporting Program (MMRP) in a manner satisfactory to the Department of City Planning which defines specific reporting and/or monitoring requirements to be enforced during project implementation. Each environmental condition shall be identified as to the responsible mitigation monitor(s), the applicable enforcement agency, the applicable monitoring agency and applicable phase of project implementation as follows:
 - i. Pre-construction (prior to issuance of a building permit);
 - ii. Construction (prior to certificate of occupancy); and
 - iii. Post-construction / maintenance (post-issuance of certificate of occupancy).
 - b. The applicant shall demonstrate compliance with each mitigation measure in a written report submitted to the Department of City Planning and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance with post-construction / maintenance conditions.
 - c. If the environmental conditions include post-construction/maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.
 - d. The applicant and any future owners, successors, heirs or assigns shall reimburse the Department of City Planning for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.
14. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
15. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
16. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes

actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan / Charter Findings

1. General Plan.

- a. **General Plan Land Use Designation.** The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001.

The plan map designates the subject property for Regional Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. The subject property is currently zoned [T][Q]C2-2D-O, consistent with the range of zones within the land use designation. The applicant has requested a Vesting Zone Change to modify the existing [T] and [Q] conditions while maintaining the same underlying zone.

Therefore, the project is consistent with the General Plan as reflected in the adopted Community Plan.

- b. **Land Use Element.**

Wilshire Community Plan. The Community Plan text includes the following relevant land use goals, objectives and policies:

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well designed, safe and accessible areas, while preserving historic and cultural character.

Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.

Policy 2-1.3: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 2-3.1: Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

The requested Vesting Zone Change to allow for the addition of a new 405,000 square-foot hospital wing, pursuant to California's Alfred E. Alquist Hospital Facilities Seismic Safety Act, is located in a long established and highly urbanized area designated for

Regional Commercial land uses. The Cedars-Sinai Medical Center is a valuable use that offers essential services to support the needs of local residents as well as the greater Los Angeles region and has been in operation at this location for 27 years.

The project would be located on the northeastern portion of the property, opposite from the Beverly Center shopping mall, and would replace an existing surface parking lot. The project would enhance the appearance of the Beverly Boulevard/San Vicente Boulevard commercial district through both the project's architectural design and landscaping elements. The project would be constructed in a contemporary architectural style, including a variety of surface materials, and would provide visual interest through horizontal and vertical articulation of building elements. The project's landscaping plan provides for trees to be planted at the perimeter of the development site to provide screening and shade. Varied shrubs, groundcover and flowers would also be planted to provide color and visual interest. Therefore, the project is consistent with the Wilshire Community Plan.

- c. The **Framework Element** of the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following Goals, Objectives and Policies relevant to the request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center."

The proposed Vesting Zone Change will allow for the development of a new, state-of-the-art hospital wing while also minimally impacting the Cedars-Sinai Medical Center's existing services. Upon completion of the project, the entire Medical Center will be seismically compliant to a higher standard ensuring that more services are available in the event of an earthquake or similar natural disaster. The project will provide enhanced services to nearby residents, employees, and visitors within the surrounding communities thereby helping to reduce vehicular trips, vehicle miles traveled, and air pollution.

The project would be developed in a highly urbanized commercial area along major boulevards in proximity to transit corridors. The project would be compatible with adjacent land uses as it would be developed in an area designated for regional commercial land uses that have historically been developed with medical facilities and commercial uses. Residential neighborhoods and lower-intensity commercial districts would not be negatively impacted as the project would accommodate an essential land use that serves a regional market.

Therefore, the Vesting Zone Change is consistent with the land use goals, objectives, and policies of the General Plan Framework Element.

- d. The **Health and Wellness Element** of the General Plan will be implemented by the recommended action herein. The Health and Wellness Element calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The Health and Wellness Element includes the following policies relevant to the instant request:

Policy 1.5: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy and zoning decisions through existing tools, practices and programs.

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices and programs.

Policy 2.3: Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health care resources.

Policy 2.7: Encourage the equitable distribution of health care service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

Development of the project would serve to improve Angelenos' health and well-being by providing a new state-of-the-art, seismically compliant hospital building that meets modern standards of care and current code requirements for hospitals, including increased space and additional functions in diagnostic and treatment areas, emergency room, and support services. The project would incorporate state-of-the-art technologies, sustainable materials and architectural design to integrate natural light, reduce heat load, reduce energy consumption, and be efficient with water-use.

The project would allow the hospital to continue to serve the community for decades to come, and most importantly, remain fully operational following a major seismic event, ensuring that uninterrupted emergency care services are available to the community following a major earthquake. The project would promote enhanced pedestrian circulation by improving the streetscape along Beverly Boulevard and San Vicente Boulevard. Additional landscaping and low-level exterior lighting would be provided to enhance the public realm while remaining in character with the surrounding developed area.

The project would not create any barriers for individuals with disabilities to access health care and health resources as it would be designed to meet all accessibility requirements and would be consistent with federal and California building codes regarding accommodations for those with disabilities. Cedars-Sinai is a regional-scale, non-profit medical organization committed to the health and well-being of all populations including the region's most vulnerable communities. The project is consistent with the policy to encourage the equitable distribution of health service providers to ensure that every Angeleno has access to preventive care and medical treatment. The hospital is an acute care accredited hospital offering general acute medical services and 24/7 emergency care, including designation as a Level 1 Trauma Center which is the highest trauma care designation a hospital can have.

Therefore, the Project would substantially conform with the purpose, intent and provisions of the General Plan's Health and Wellness Element.

- e. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Beverly Boulevard is a designated Avenue I, dedicated to a right-of-way width of 100 feet and fully improved; San Vicente Boulevard is a designated Boulevard II, dedicated to a variable right-of-way width of 102 feet and 109 feet and fully improved; 3rd Street is a designated Avenue II, dedicated to a variable right-of-way width between 80 feet and 85 feet and fully improved; Robertson Boulevard is also a designated Avenue II, dedicated to a variable right-of-way width between 70 feet and 80 feet and fully improved with concrete curb, gutter, and sidewalk. As part of the (T) Tentative Classification conditions incorporated herein, additional dedications and improvements on each of the streets contained within the project area will be required.

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City’s transportation system.

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project would promote an enhanced pedestrian environment by improving the streetscape along Beverly Boulevard by replacing a surface parking lot with a new, well-designed building and landscape buffer. With the proposed landscaping improvements along Beverly and San Vicente Boulevards, the project would promote an attractive pedestrian environment that would encourage pedestrian activity in a safe manner for patients, staff, and visitors alike.

Additionally, the project includes a total of 121 bicycle parking spaces, including 81 long-term bicycle parking spaces, and 40 short-term bicycle parking spaces, all of which would be located near a building entrance. The bicycle parking facilities would allow for the secure storage of employees’ and visitors’ bicycles. Well-lit and defined pathways would make it easy and safe for bicyclists to find their way to the bicycle parking spaces and building entrances.

The subject property is also in close proximity to transit stops and bike lanes and routes easily accessible to employees, visitors and patients of the hospital. Numerous regional and local bus routes serve the Medical Center, including Metro, LADOT DASH, and the West Hollywood CityLine. Transfer opportunities to additional bus routes and transit providers greatly expand the transit options available to employees of and visitors to the hospital.

Therefore, the project is consistent with the Mobility Plan 2035 goals, objectives, and policies of the General Plan.

Vesting Zone Change Findings; “T” and “Q” Classification and “D” Development Limitation Findings

2. Pursuant to LAMC Section 12.32, the zone change and classifications are necessary because:

- a. Public Necessity: The project is being undertaken to satisfy the requirements California’s Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”), which requires all acute care hospitals to be able to withstand a major earthquake and remain functioning after such an event. These hospitals must either be retrofitted or rebuilt to be in compliance with the Alquist Act, or must be removed from acute care service. By 2030, therefore, all acute care hospital buildings will be required to be capable of both remaining intact and also fully operational after a major seismic event.

- b. Convenience: The project will expand upon and enhance a regional-serving hospital that provides a breadth of services to all populations. The project would result in various enhancements to the streetscape and public realm that are compliant with seismic safety requirements as well as any applicable regulations related to disability access. Approval of this project would allow for minimal disruption of existing services during construction and ultimately expand hospital services by adding medical facilities and capacity for 203 additional beds. Additionally, the subject property is in close proximity to various transit stops and bicycle lanes/routes that are easily accessible to employees, visitors, and patients to the hospital. Numerous regional and local bus routes serve the Medical Center, including Metro, LADOT DASH, and the West Hollywood CityLine. Transfer opportunities to additional bus routes and transit providers greatly expand the transit options available to employees of and visitors to the hospital.
- c. General Welfare: The project would allow for a seismically compliant 405,000-square-foot, 203-bed medical building that will be integrated with and connect to the Professional Tower and the Saperstein Critical Care Tower at the southwest corner of Beverly Boulevard and San Vicente Boulevard, providing a seamless linkage between these buildings at each of the above-ground levels of the project. Without construction of the proposed project, many existing areas would be dramatically impacted, resulting in an extended construction schedule, an increase in the number of moves and phases, and a significant increase in costs. The services that Cedars-Sinai provides to the community would be severely impacted through a capacity reduction due to the ongoing construction and retrofit. Under this scenario, programs that would lose capacity due to disruption and operational impacts from retrofit activities would include: operating rooms, inpatient beds, including in the neonatal intensive care unit, labor and delivery rooms, postpartum recovery unit, and newborn nursery; inpatient procedure center; general surgery and prep/recovery; cardiac surgery and prep/recovery; cardiac catheterization labs; and neurosurgery and prep/recovery. Moreover, the schedule to retrofit the main hospital buildings in-place, without the swing space that would be afforded by the construction of the project, would be between 16 to 20 years. Therefore, the project will ensure that the general welfare is minimally impacted by loss of essential medical services while the Medical Center attains full seismic compliance.
- d. Good Zoning Practice: The proposed bulk, height and intensity of the structure that would be allowed by the zone change would be consistent with that of the existing development in the immediate area and permitted in the C2 zone and Height District No. 2 which both allow a FAR of 6:1 per the General Plan and LAMC Section 12.21.1-A. Upon completion of the Project and the development authorized by Ordinance No. 180,709, the Medical Center's FAR would be approximately 2.89:1, which would be well within the General Plan and Height District No. 2 floor area limits. The project would result in a total of 405,000 square feet of new floor area. The total overall floor area on the Medical Center campus would be 3,025,000 square feet, which would be less than half of the approximately 6.29 million square feet of floor area otherwise allowed under the current zoning of the site. The project would be approximately 176.5 feet in height which is compatible with that of the existing development in the immediate area and within the overall 185-foot height limit imposed by [D] Condition No. 2 of Ordinance No. 180,709. As such, the requested vesting zone change would be compatible with existing and future development surrounding the project site.
- e. Tentative "T" and Qualified "Q" Classification; Development "D" Limitation Findings: Per Section 12.32-G, 1, 2 and 4 of the Municipal Code, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval as well as "D" Development Limitations imposed herein for the proposed project. Such

limitations are necessary to ensure that the scale, design, and scope of development on the site are limited to protect the orderly arrangement of the property concerned. Compliance with the proposed “Q,” “T,” and “D” conditions will ensure that future development on the site will be: in a manner that protects the public safety; compatible with the overall pattern of existing commercial development in the community; and appropriate and in harmony with the General Plan as discussed in Findings Section 1.

Major Development Project Vesting Conditional Use Permit Findings

3. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.

The project involves the addition of a new 405,000 square-foot hospital wing with 203 patient beds pursuant to California's Alfred E. Alquist Hospital Facilities Seismic Safety Act, which requires all acute care hospitals to be able to withstand a major earthquake and remain functioning after such an event, by 2030.

While Cedars-Sinai's existing main medical campus is built to current seismic codes, the existing main hospital buildings, comprised of the North and South Patient Towers and the Professional Tower, which were built almost 50 years ago, will not be compliant after 2030. In order to comply with the Alquist Act, the existing Medical Center hospital buildings must either be retrofitted or replaced with a new building that meets the Alquist Act's 2030 seismic safety requirements. To this end, the project will serve to minimize disruption to existing hospital operations and to ensure that the hospital remains accessible to the community without a net reduction of patient beds and operating rooms while the main hospital buildings are being seismically retrofitted. Without the construction of the project, the services that Cedars-Sinai provides to the community would be severely impacted through a capacity reduction due to the ongoing construction and retrofit. Under this scenario, programs that would lose capacity due to disruption and operational impacts from retrofit activities include: operating rooms, inpatient beds, including in the neonatal intensive care unit, labor and delivery rooms, postpartum recovery unit, and newborn nursery; inpatient procedure center; general surgery and prep/recovery; cardiac surgery and prep/recovery; cardiac catheterization labs; and neurosurgery and prep/recovery. Moreover, the schedule to retrofit the main hospital buildings in-place, without the swing space that would be afforded by the construction of the project, would be between 16 to 20 years.

Additionally, the project would enhance the built environment in the surrounding neighborhood. The project would be located at the southwest corner of Beverly Boulevard and San Vicente Boulevard, providing a seamless linkage between the buildings at each of the above-ground levels of the project. Careful attention has been given to adjoining properties in terms of massing, circulation flows and sight- lines in order to maximize contextual uniformity. The hospital would be constructed in a contemporary architectural style, including a variety of surface materials and colors, and would provide visual interest through horizontal and vertical articulation of building elements. Proposed building materials include stone, masonry, stainless steel, aluminum and glass. The project's landscaping would also enhance the built environment by providing trees to be planted at the perimeter of the development site to provide screening and shade. Varied shrubs, groundcover and flowers would also be planted to provide color and visual interest.

Therefore, the project would enhance the built environment in the surrounding neighborhood and would perform a function and provide a service that is essential and beneficial to the community, city, and region.

4. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.**

The proposed project involves the demolition of an existing 16,200 square-foot medical clinic building and surface parking area and the construction, use, and maintenance of a new nine-story, 405-000 square-foot hospital building with two (2) subterranean levels to be integrated with the Cedars-Sinai Medical Center located within the Wilshire Community Plan area. The new building would be located along the Beverly Boulevard frontage of the Medical Center, at the southwest corner of Beverly Boulevard and San Vicente Boulevard. The overall height of the project would be approximately 176.5 feet (including a 20-foot mechanical equipment enclosure above the roof level), similar to the height of the existing Professional Tower, North and South Patient Towers and the Saperstein Critical Care Tower, and within the Medical Center's 185-foot height limit.

The Medical Center has been developed with a hospital for almost 50 years, and the project would not change the basic use of the property as a regional hospital. The project's operations would therefore continue to be compatible with the character of the surrounding neighborhood.

The height and size of the project would be consistent with development in the surrounding area. The Medical Center is located on a 24.06-acre campus in a highly urbanized area characterized by low- to high-rise buildings, ranging from one to 11 stories, which are occupied by commercial, residential, and medical uses. The project would be located on the northeastern portion of the property, adjoining the Medical Center's existing Professional, North and Saperstein Critical Care Towers, and opposite from the Beverly Center shopping mall. The height of the project would not impact residential properties; the closest residential properties are located approximately 300 feet from the new building and separated by Beverly Boulevard and intervening commercial development.

The project has been well-designed to incorporate environmental sustainability principles as well as enhancements to the public realm. Landscaping, including trees, shrubs, and flowers would be provided around the perimeter of the development site and would provide shade and visual interest during daytime hours.

Cedars-Sinai's security plan includes a variety of measures for the safety of those who enter the property, including regular inspections of all areas, staff training including disaster drills and hospital lock downs, and monthly employee newsletters. 24-hour security operations and patrols within the building and exterior areas of the property would be provided. In addition, an extensive system of security cameras would be provided to monitor project's grounds and interior hospital space. The security plan also includes written plans for hazardous materials and waste management, fire safety, medical equipment, and utility systems.

Therefore, the project's location, size, height, operations, and other significant features would be compatible with and would not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

5. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.**

The elements in the General Plan establish policies and provide the regulatory environment for managing the city and for addressing concerns and issues. The majority of the policies derived from the elements in the General Plan are in the form of Code Requirements, which

collectively form the LAMC. With the exception of the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The project site is located in the Wilshire Community Plan area which is one of the 35 Community Plans which together form the Land Use Element of the General Plan. The Wilshire Community Plan designates the subject property for Regional Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. The project site is zoned [T][Q]C2-2D-O and is thus consistent with the existing land use designation.

While the Community Plan text is silent with regards to the specific hospital land use, the C2 zone allows hospital use, and Height District No. 2 generally permits commercially zoned properties to have a floor area ratio ("FAR") of 6.0:1. The FAR of the Medical Center, however, is currently limited to 2.71:1 by [D] Development Condition No. 1 of Ordinance No. 180,709. Without the [D] Condition, the FAR for the property would be 6:1, which would allow a total of approximately 6.29 million square feet of floor area based upon the 24.06-acre (1,048,001-square-foot) area of the Medical Center campus. With the new 405,000-square-foot Project, the total floor area authorized for the medical Center campus would be 3,025,000 square feet, which is equivalent to a FAR of approximately 2.89:1. This FAR limit would be well within the 6:1 FAR allowed under the General Plan and Height District No. 2. Furthermore, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan, as discussed in Finding No. 1. The site is not located within any Specific Plan areas and is not subject to any community design overlays or interim control ordinances.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

6. The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The project would have a floor area of approximately 405,000 square feet in a nine-story building that would be approximately 176.5 feet in height. The proposed bulk, height and intensity of the project would be consistent with that of the existing development in the immediate area. The project would be located along the Beverly Boulevard frontage of the property, across from the Beverly Center shopping mall, orienting the building closer to other taller buildings in the immediate area, including the Cedars-Sinai Professional and North Patient Towers, and the Saperstein Critical Care Tower, the Beverly Center, and the Sofitel Hotel.

The project has designed to integrate seamlessly into the larger campus to minimize disruption of medical services during and after construction. The project would provide 12,000 square feet of open space across new terraces and 2,700 square feet of new landscaping. The proposed landscaping, including trees, shrubs, and flowers, would be provided around the perimeter of the development site and would provide shade and visual interest during daytime hours.

The project would be compatible with the scale and character of adjacent properties and the surrounding neighborhood. The Medical Center is surrounded by a variety of commercial, residential and medical uses. Development in the area is characterized by low- to high-rise buildings, ranging from one to 11 stories. Several office buildings, single-story retail buildings and residential uses are located to the south. The Beverly Center shopping center is located to the east of the Medical Center. A condominium tower and single-story retail building are

located along Third Street, to the south of the Medical Center, as are medical office buildings associated with, but not owned by Cedars-Sinai. Single story retail buildings, restaurants and the Pacific Theatres Building are located to the west of the Medical Center.

Lighting on the property would include low-level lighting for security and wayfinding purposes adjacent to buildings and landscaped areas. The proposed lighting would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and heavily trafficked by pedestrians both during the day and night. Exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses and would meet all applicable lighting standards.

Therefore, the project would provide for an arrangement of uses, buildings, structures, open spaces and other improvements that would be compatible with the scale and character of the adjacent properties and surrounding neighborhood.

7. The project complies with the height and area regulations of the zone in which it is located.

The hospital property is designated as Height District 2-D which limits building height to 185 feet per the "D" Development Limitation. The overall height of the project would be approximately 176.5 feet above the existing ground elevation of the development site and thus within the allowable height limit established by the zone.

The zoning of the subject property allows for a FAR of up to 6:1 per the site's Height District No. 2 designation and LAMC Section 12.21.1-A. Upon completion of the project and the development authorized by Ordinance No. 180,709, the Medical Center's FAR would be approximately 2.89:1, which would be well within the General Plan and Height District No. 2 floor area limits. The project proposes a total of approximately 405,000 square feet of new floor area, resulting in a total overall floor area of 3,025,000 square feet across the entire Medical Center. The project site's 6:1 FAR limit would allow up to 6.29 million square feet of floor area which is far greater than the proposed development. Nevertheless, the conditions of approval and "D" Development Limitation will ensure that development of the site is limited to only 2.89:1 FAR, and further development beyond this limit would constitute a separate project.

Therefore, the project would comply with the height and area regulations of the C2-2 Zone as established by the General Plan and Wilshire Community Plan.

8. The project is consistent with the City Planning Commission's design guidelines for Major Development Projects, if any.

The City Planning Commission has not approved Design Guidelines for Major Development Projects and, as such, this finding does not apply.

Environmental Findings

9. **CEQA.** The Department of City Planning determined that the project is exempt from CEQA pursuant to CEQA Guidelines Section 15302, Class 2 (replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity by more than 50 percent) and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

10. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No.

172,081, have been reviewed and it has been determined that this project is located in Zone X – areas of 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.

COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check.

Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC

(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC

(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment