

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2019-6216-VZC-CU-CDP	ENV-2019-6217-CE	11 – Bonin
PROJECT ADDRESS:		
4640 - 4660 South Lincoln Boulevard; 13201 - 13205 West Mindanao Way		
APPLICANT	TELEPHONE NUMBER:	EMAIL ADDRESS:
CFHS Holdings, Inc. and Centinela Freeman Holdings, Inc. (dba Cedars-Sinai Marina Del Rey Hospital) 8700 Beverly Boulevard #2227 Los Angeles, CA 90048 ☐ New/Changed	(310) 423-6211	jeff.Smith@cshs.org
APPLICANT'S REPRESENTATIVE	TELEPHONE NUMBER:	EMAIL ADDRESS:
Jeff Haber/Michael Nytzen Paul Hastings LLP 515 South Flower Street, 26 th Floor Los Angeles, 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 Serrato	(213) 978-1211	esther.serrato@lacity.org
ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION		
Vesting Zone Change (VZC)		

FINAL ENTITLEMENTS NOT ADVANCING:

Vesting Conditional Use (CU); Coastal Development Permit (CDP)

ITEMS APPEALED:

N/A

ATTACHMENTS:**REVISED:****ENVIRONMENTAL CLEARANCE:****REVISED:**

- ☒ Letter of Determination
- ☒ Findings of Fact
- ☒ Staff Recommendation Report
- ☒ Conditions of Approval
- ☒ Ordinance
- ☒ Zone Change Map
- ☐ GPA Resolution
- ☐ Land Use Map
- ☐ Exhibit A - Site Plan
- ☒ Mailing List
- ☐ Land Use
- ☐ Other

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- ☒ Categorical Exemption
- ☐ Negative Declaration
- ☐ Mitigated Negative Declaration
- ☐ Environmental Impact Report
- ☐ Mitigation Monitoring Program
- ☐ Other

- ☐
- ☐
- ☐
- ☐
- ☐
- ☐

NOTES / INSTRUCTION(S):

N/A

FISCAL IMPACT STATEMENT:☒ Yes☐ No

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

PLANNING COMMISSION:

- ☒ City Planning Commission (CPC)
- ☐ Cultural Heritage Commission (CHC)
- ☐ Central Area Planning Commission
- ☐ East LA Area Planning Commission
- ☐ Harbor Area Planning Commission

- ☐ North Valley Area Planning Commission
- ☐ South LA Area Planning Commission
- ☐ South Valley Area Planning Commission
- ☐ West LA Area Planning Commission

PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
May 14, 2020	6 - 0
LAST DAY TO APPEAL:	APPEALED:
June 15, 2020	No
TRANSMITTED BY:	TRANSMITTAL DATE:
Cecilia Lamas Commission Executive Assistant	June 16, 2020



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: **MAY 26 2020**

Case No. CPC-2019-6216-VZC-CU-CDP

Council District: 11 – Bonin

CEQA: ENV-2019-6217-CE

Plan Area: Palms – Mar Vista – Del Rey

Related Cases: DIR-2019-3689-CDP; DIR-2018-4427-CDP

Project Site: 4640 – 4660 South Lincoln Boulevard;
13201 – 13205 West Mindanao Way

Applicant: CFHS Holdings, Inc. and Centinela Freeman Holdings, Inc.
(dba Cedars-Sinai Marina Del Rey Hospital)

Representative: Jeff Haber/Michael Nytzen, Paul Hastings LLP

At its meeting of **May 14, 2020**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act. The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). To maintain hospital operations, the new replacement hospital building will be constructed on the Project Site prior to the demolition of the existing 96,480 square-foot hospital building (licensed for 133 patient beds).

The Project will construct the following replacement facilities: 1. A nine-story, 258,500 square-foot hospital measuring 191 feet in height and providing a total of 160 patient beds; 2. A new two-story energy center building with approximately 6,000 square feet of floor area and 14,000 square feet of mechanical area, measuring 55 feet in height; 3. An approximately 4,500 square-foot loading dock; 4. A 300 square-foot fire pump building; 5. A medical gas enclosure; and a DWP substation and switchgear enclosure. The Project will also include a comprehensive sign program. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site. The Project will include two (53-foot by 11-foot) temporary mobile imaging trailers on-site that will be used for magnetic resonance imaging (MRI) and computed tomography (CT) scans during construction, and will be removed upon completion of the replacement hospital building.

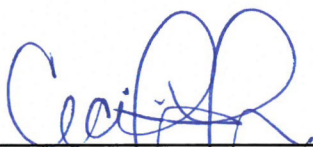
1. **Determined**, that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15302, Class 2, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved and Recommended** that the City Council adopt, pursuant to Sections 12.32 F and 12.32 Q of the Los Angeles Municipal Code (LAMC), a Vesting Zone Change from [Q]C2-1 and P-1 to (T)(Q)C2-1;

3. **Approved**, pursuant to LAMC Sections 12.24 T and 12.24 U.14, a Vesting Conditional Use Permit for a Major Development Project that creates more than 100,000 square feet of nonresidential floor area in the C2 Zone;
4. **Approved**, pursuant to LAMC Section 12.20.2, a Coastal Development Permit authorizing the Proposed Project located within the Single-Permit Jurisdiction of the California Coastal Zone;
5. **Adopted** the attached Modified Conditions of Approval; and
6. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Millman
Second: Khorsand
Ayes: Ambroz, Leung, Mack, Mitchell
Absent: Choe, Padilla-Campos, Perlman

Vote: 6 – 0



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: JUN 15 2020

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 Procedure

c: Faisal Roble, Principal City Planner
Juliet Oh, Senior City Planner
Esther Serrato, 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:

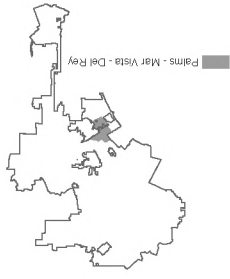
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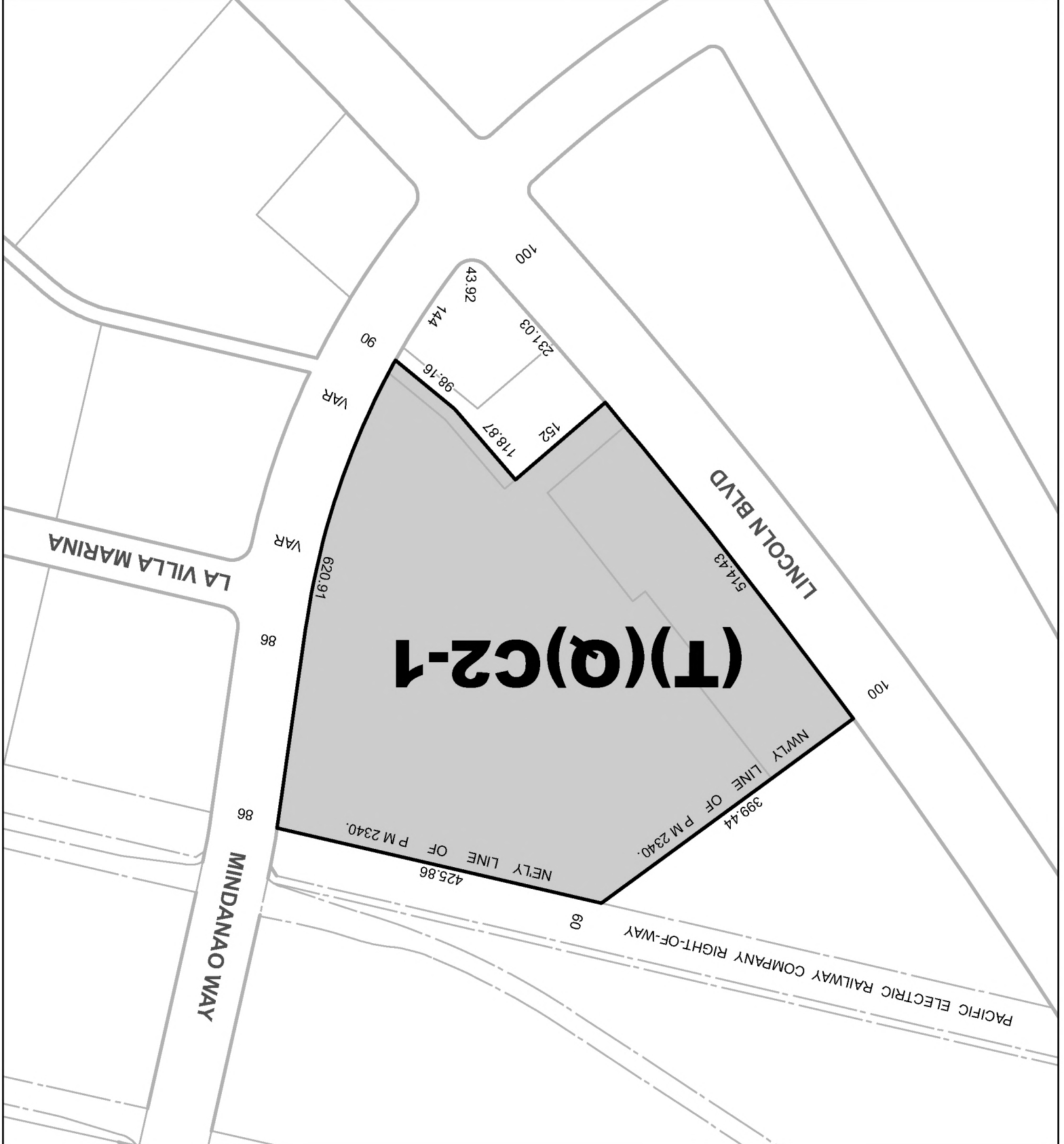
CPC-2019-6216-VZC-CU-CDP

Feet

0 150 300



City of Los Angeles



(Q) QUALIFIED CONDITIONS OF APPROVAL

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.

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

(As modified by the City Planning Commission on May 14, 2020)

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or 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.

1. Dedication Required:

- a. Lincoln Boulevard (Boulevard I – State Highway) - Accept the 17-foot wide future street easement and dedicate an additional 1-foot wide strip of land along the property frontage to complete a 68-foot wide half right-of-way in accordance with Boulevard I/State Highway of Mobility 2035 Plan.
- b. Mindanao Way (Avenue I) – Accept the 5-foot wide future transit easement. Dedicate a 7-foot wide and variable width strip of land along the property frontage to complete a 50-foot wide half right-of-way in accordance with Avenue I of Mobility 2035 Plan.

2. Improvements Required:

- a. Lincoln Boulevard – Construct suitable surfacing to provide a 50-foot wide half roadway with asphalt concrete pavement, integral concrete curb and 2-foot wide concrete gutter. Construct a 10-foot wide concrete sidewalk and an 8-foot wide parkway. Repair all broken and off-grade adjacent roadway pavement along the property frontage. The Bureau of engineering does not object to have double rows of trees along the property frontage (tree wells with root barriers within the sidewalk along the curb and trees in the parkway that abuts the property line) subject to the approval of Urban Forestry Division of the Bureau of Street Services. These improvements shall suitably transition to join the existing improvements to the satisfaction of the City Engineer.
- b. Mindanao Way – Remove the existing sidewalk and construct a new 10-foot wide concrete sidewalk abutting the new property line and landscape the parkway. Construct integral concrete curb and 2-foot gutter. Repair all broken adjacent roadway pavement and close all unused driveways. Reconstruct the concrete bus pad per BOE and LADOT's requirements. Remove the access ramp at the intersection with Mindanao Way and La Villa Marina and construct ADA ramp per standard plan S-442. The Bureau of Engineering does not object to have no parkway where the right-turn lane is proposed on the North side of La Villa Marina intersection. Obtain approval from LADOT for the proposed right-turn lane. These improvements shall suitably transition to join the existing improvements.

Note: 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, S442-5 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. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Contact the Department of Transportation regarding any conflicts with traffic signals, signs, parking spaces, meters or traffic control devices (213) 482-7024.

Regarding any issue with power poles and gas meters, contact the Department of Water and Power (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

3. Drain the roof and site to the public right-of-way. Roof and site drainage onto Lincoln Boulevard will require approval and permit from Caltrans.
4. Sewer lines exist in Mindanao Way and in the 10-foot sanitary sewer easement on the north end of the property. Extension of the house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. There is a 10-foot wide sanitary sewer easement on the north end of the property. No structure shall be constructed over this easement without prior approval from the WLA District Office B-Permit Group of the Bureau of Engineering.
6. Construction along Lincoln Boulevard will require Caltrans permit and approval.
7. An investigation by the Bureau of Engineering WLA District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the West Los Angeles District Office of the Bureau of Engineering at (310) 575-8384.
8. Submit parking area and driveway plans to the WLA District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

9. Fire Department. Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval. The project shall comply with the conditions noted in the letter dated December 27, 2019 from the Fire Department.

CONDITIONS OF APPROVAL

(As modified by the City Planning Commission on May 14, 2020)

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Floor Area.** The total floor area shall not exceed 268,603 square feet, as shown on "Exhibit A."
3. **Height.** The proposed buildings shall be subject to the following heights as shown in "Exhibit A."
 - a. Hospital Building 191 feet
 - b. Energy Center Building 55 feet
4. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A.16.
5. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
6. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
7. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
8. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
9. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
10. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
 - a. Minimum depth for trees shall be 42 inches.

- b. Minimum depth for shrubs shall be 22 inches.
- c. Minimum depth for herbaceous plantings and ground cover shall be 16 inches
- d. Minimum depth for an extensive green roof shall be 3 inches.

The minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

- e. 330 cubic feet for a small tree (less than 25 feet tall at maturity).
- f. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
- g. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity)

11. **Street Trees.** New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.
12. **Trees:** That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.
13. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
14. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
15. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
16. **Signage.** There shall be no off-site commercial signage on construction fencing during construction. The Project shall comply with Sign Regulations of Article 4.4 of the LAMC, to the satisfaction of the Department of Building and Safety.
17. **Single Permit Jurisdiction Area.** The project is located within the Single Permit Jurisdiction area of the California Coastal Zone. The applicant shall provide a copy of the Coastal Commission's Notification that the City's coastal development permit is effective.

Administrative Conditions

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
19. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of

Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
21. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
22. **Department of Building and Safety.** The granting of this determination by the Director of Planning 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 by the Director, 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.
23. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
24. **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.
25. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

 - (i) 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.
 - (ii) 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.
 - (iii) 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 (ii).

- (iv) 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 in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, 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, commissions, 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 FINDINGS

1. General Plan Land Use Designation

The Project Site is located within the Palms – Mar Vista – Del Rey Community Plan. The Community Plan designated the Project Site for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is presently zoned [Q]C2-1 and P-1. The proposed hospital use is consistent with development permitted in the C2 Zone. The Vesting Zone Change from [Q]C2-1 and P-1 to (T)(Q)C2-1 is warranted as it will allow the construction of replacement hospital facilities in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”). The Alquist Act requires that all acute care hospitals be able to withstand a major earthquake and remain functioning by 2030. These hospitals must either be retrofitted or rebuilt to be in compliance with the Alquist Act, or must be removed from acute care service.

The Project Site is currently zoned [Q]C2-1 and P-1. The Q condition, established by Ordinance No. 163,410 and retained by Ordinance No. 167,965, restricts the total floor area on the C2 zoned portion of the property to 210,000 square feet, which is equivalent to an FAR of approximately 0.67:1. The P-1 zone, approximately 3,850 square-feet located at the southern portion of the Project Site, permits only surface parking. The existing zoning precludes the construction of the Proposed Project. Ordinance 163,410 also includes Q Conditions that address lighting, landscaping, noise, parking, and air quality; the conditions were required in conjunction with the existing hospital. Ordinance 167,965 includes a Permanent Q Condition that requires onsite recycling. The recommended zone change to (T)(Q)C2-1 would allow the construction of the proposed hospital with improvements onsite and within the right-of-way, that are consistent with the intent of the previous Q Conditions and further require adherence to the requirements of the LAMC.

The C2-1 Zone would allow a maximum FAR of 1.5:1, or a maximum of 477,668 square feet of floor area. To eliminate disruption to existing hospital operations and to ensure that the hospital remain accessible to the community during construction, the replacement hospital building and a portion of the energy center will be constructed prior to the demolition of the existing hospital. During construction, the Project Site will have 357,380 square feet of floor area and an FAR of 1.12:1. The final floor area of the Project will be 268,603 square feet, and will have an FAR 0.84:1. During both the construction of the Proposed Project and upon its completion, the total floor area would remain well below that allowed by the C2-1 Zone. Therefore, the Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text.

- a. **Land Use Chapter, Framework Element.** The Framework Element of the General Plan 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, and public services.

The Project will support and be generally consistent with the General Plan Framework Land Use Chapter, as it will provide a regional use that supports the needs of the City's residents within an existing commercial area. The Project will provide a modern standard

of care and will meet the Alquist Act. In addition, the project will comply with the following objectives and policies set forth in the General Plan Framework Land Use Chapter as follows:

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

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 3.8.2 Encourage the retention of existing development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g. childcare and community meeting rooms).

The Project will provide a regional use that supports the needs of the City's existing and future residents. The next closest hospitals with 24-hour emergency care services are located more than 3.5 miles away and are north of the Santa Monica Freeway (I-10) in Santa Monica, east of the San Diego Freeway (I-405) in Culver City and Inglewood, or south of the Glenn Anderson Freeway (I-105) in Gardena and Torrance. The Project will help reduce vehicle trips, vehicle miles traveled, and air pollution by providing such services within the Palms – Mar Vista – Del Rey Community Plan area.

Objective 5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Policy 5.5.7: Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.

Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

The Project Site is developed with 138,705 square feet of floor area, including the 96,480 square-foot Cedars-Sinai Marina Del Rey Hospital building constructed in 1969. The existing two-story hospital building is located at the center of the Project Site, and is surrounded by surface parking areas containing 465 automobile parking spaces.

The replacement hospital building will be a 258,163 square-foot, nine-story building located along the Lincoln Boulevard frontage of the property. This location will appropriately create distance between the hospital use and adjacent residential development. The Lincoln Boulevard corridor is developed with similar multi-level, nonresidential structures ranging from two to 12 stories in height. The hospital building

proposes a 3rd story roof deck, a landscaped buffer, and will relocated all existing above-ground utilities, below ground. The proposed site improvements will enhance the public realm, adjacent to the Project Site.

A two-story state-of-the-art energy center with 5,953 square feet of floor area will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, will include a public art element, which will upgrade the quality of development at the site relative to the adjacent residential uses.

The Project will include a comprehensive sign program including directional and identification signs. The Project's signage will be coordinated in appearance and are intended to provide clear directions for visitors to the hospital. The proposed signs provide a substantial contrast between the color and material of the background and the letters and symbols to make the signs easy to read. Illumination used for project signage will be limited in light intensity to avoid negative lighting impacts upon nearby residentially zoned properties. The proposed signage will be integrated with the architectural character of the buildings and convey a visually attractive character.

As such, the Project is consistent with the Framework Element of the General Plan.

- b. Palms – Mar Vista – Del Rey Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to 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 2-1.4: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that the design of new development be compatible with adjacent development, community character and scale.

The Project will conserve the commercial district along Lincoln Boulevard and serve the health needs of the community. The project will enhance the appearance of Lincoln Boulevard and Mindanao Way, through a combination of landscaping and building design. The nine-story hospital building will be consistent with existing commercial development along Lincoln Boulevard, including the approximately 12-story commercial towers west of the project site. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a

public art element, which will allow for improved compatibility with the adjacent residential uses. The Project will provide a modern standard of care and will meet the requirements of the Alquist Act, and is consistent with the Palms – Mar Vista – Del Rey Community Plan.

- c. Health and Wellness Element.** Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, 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 Proposed Project complies with the following policies:

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.

The Project Site is developed with a hospital use and is bounded by the Marina Freeway (SR-90) to the north, Mindanao Way to the east, and Lincoln Boulevard to the southwest. The location is easily accessible to patients, visitors, and employees, thus enhancing Angeleno's health and well-being by enhancing access to care. Primary regional access is provided by Lincoln Boulevard, a designated Boulevard I and a Caltrans right-of-way, and by the Marina Freeway State Route 90. Entrances along Lincoln Boulevard and Mindanao Way provide direct access to the property. This convenient location reduces trips by local residents to medical facilities located farther away.

The Project will promote a healthy built environment by providing pedestrian-friendly improvements along Lincoln Boulevard and Mindanao Way. Improvements to Lincoln Boulevard and Mindanao Way will be required to comply with ADA requirements, per the (T) Tentative Classification. The Project will relocate existing above-ground utilities below-ground and provide a landscape buffer adjacent to the public right-of-ways. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances. A 3rd story landscaped roof deck on the hospital building will support a healthy built environment by providing access to outdoor landscaped areas. The Project will further promote a healthy built environment through the selected building materials, which include exterior shading devices, insulated glazing, spandrel panels, and high performance glazing.

Therefore, the Project is consistent with the Health and Wellness Element.

- d. Mobility Element.** The Mobility Element includes the following relevant policies:

- 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 Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Project Site is served by several bus lines along both Lincoln Boulevard and Mindanao Way. Bus stops serving the Los Angeles County Metropolitan Transit Authority (“Metro”) 108 and 358 bus lines, as well as the Los Angeles Department of Transportation (“LADOT”) Commuter Express 437 are located at the Lincoln Boulevard and Mindanao Way intersection, and near Mindanao Way and the Marina Freeway (State Route 90). The Project Site is also served by the Big Blue Bus Route 3 bus line. The Proposed Project will provide 54 long-term and 27 short-term bicycle parking spaces. The long-term bicycle spaces will be located near the self-park visitor parking, and the short-term bicycle parking spaces will be located adjacent to the emergency department entrance. Pedestrians will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will enhance Lincoln Boulevard by moving above-ground utilities below-ground, and by the installation of a landscape buffer, thereby creating a more pedestrian-friendly environment. Pedestrians along Lincoln Boulevard will access the hospital entrance via the Lincoln Boulevard driveway, guided by prominent directional signage. In addition, new pathways and an internal road will allow for pedestrian and vehicular access through the property from Lincoln Boulevard and Mindanao Way. As such, the Project is consistent with the Mobility Plan.

VESTING ZONE CHANGE FINDINGS: “T” AND “Q” CLASSIFICATION

- 3. Pursuant to Section 12.32 of the Municipal Code, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice.**

The Cedars-Sinai Marina Del Rey Hospital is subject to California’s Alfred E. Alquist Hospital Facilities Seismic Safety Act, which requires that all acute care hospitals be able to withstand a major earthquake and remain functioning by 2030. In order to comply with the Alquist Act, the existing Cedars-Sinai Marina Del Rey Hospital building will be replaced with a new building that meets the Alquist Act’s 2030 seismic safety requirements. The Project will construct a nine-story, 258,163 square-foot replacement hospital building, a two-story energy center

building with 5,953 square feet of floor area, and appurtenant improvements. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site.

The project site is located in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is zoned [Q]C2-1 and P-1, and is consistent with the land use designation. The Q conditions, established by Ordinance No. 163,410 and retained by Ordinance No. 167,965, restricts the total floor area on the C2 zoned portion of the property to 210,000 square feet. The P-1 zone, approximately 3,850 square-foot located at the southern portion of the Project Site, permits only surface parking. The existing zoning precludes the construction of the Proposed Project. With the approval of the requested Vesting Zone Change, the Zone will continue to be consistent with the range of zones corresponding to the Community Commercial land use designation.

- a. Public Necessity. Approval of the Vesting Zone Change, as conditioned, will allow for replacement hospital facilities that meet the Alquist Act's 2030 seismic safety requirements, and will increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. Further, approval of the Vesting Zone Change will allow for a continuation of hospital services during construction. To eliminate disruption to existing hospital operations and to ensure that the hospital remains accessible to the community during construction, the replacement hospital building will be built between the existing hospital and Lincoln Boulevard. Once the replacement hospital building is completed and ready for occupancy, the existing hospital building will be demolished. The requested Vesting Zone Change, as conditioned, will provide a public necessity of enhanced and continuous access to medical care.
- b. Convenience. Granting the Vesting Zone Change, as conditioned, would result in a project that is convenient to the public. The Project Site is located in an established urban area. The Project Site provides convenient vehicular access and public transit opportunities, as it is bounded by Lincoln Boulevard and the Marina Freeway (State Route 90). Additionally, the Ballona Creek Trail is located approximately 0.5 mile south of the property and provides bicycle connectivity to the Project Site from communities located to the east. The Project will provide replacement hospital facilities that meet the Alquist Act's 2030 seismic safety requirements while offering convenient access to regionally significant health care services.
- c. General Welfare. Granting the Vesting Zone Change, as conditioned, will allow for replacement hospital facilities that meet the Alquist Act's 2030 seismic safety requirements. The Project will also increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The improvements resulting from the Vesting Zone Change will enhance the built environment, through appropriate site planning, landscaping, circulation, and buffering from adjacent residential neighborhoods. Given the Project's location in an urbanized area and along a major commercial corridor, the Project will maintain and expand a desirable and essential use that will continue to service the community and region, thereby advancing general welfare.
- d. Good Zoning Practices. Approval of the Vesting Zone Change, as conditioned, will allow for an appropriately intense development of the subject property. The General Plan and C2-1 Zone allow for an FAR of 1.5:1. Both during construction of the Proposed Project and upon its completion, the FAR would remain below that allowed by the C2-1 Zone. To

eliminate disruption to existing hospital operations and to ensure that the hospital services remain accessible to the community during construction, the replacement hospital building and a portion of the energy center will be constructed prior to the demolition of the existing hospital. During construction of the Project, the Project Site will have approximately 357,380 square feet of floor area, which includes the existing hospital building, the replacement hospital building, and the first phase of the energy center building. During both the construction of the Proposed Project and upon its completion, the total floor area would remain well below the maximum 477,668 square feet otherwise allowed by the C2-1 Zone. The Vesting Zone Change, as conditioned, will accommodate the Project and is consistent with the type of commercial use that is encouraged by the General Plan Framework Element and the Palms – Mar Vista – Del Rey Community Plan.

- e. “T” and “Q” Classification Findings. Pursuant to LAMC Sections 12.32-G,1 and -G,2, the current action, as recommended, has been made contingent upon compliance with new “T” conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are executed to meet the public’s needs, convenience and general welfare served by the required actions. The “Q” conditions that limit the scale and scope of the development along with site operations, are also necessary to: protect the best interests of and to assure a development more compatible with, the surrounding properties and the overall pattern of development in the community; to secure an appropriate development in harmony with the General Plan as discussed in the above sections, and to prevent or mitigate the potential adverse environmental effects of the recommended actions.

For the reasons stated above, the zone and height district change requests are beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and are consistent with the General Plan.

VESTING MAJOR DEVELOPMENT CONDITIONAL USE FINDINGS

- 4. 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 will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the Alquist Act’s 2030 seismic safety requirements. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing Project Site. The Project will provide a service that is essential and beneficial to the community, city, and region: providing access to medical care.

The replacement hospital building will be constructed along the Lincoln Boulevard frontage of the property. Construction of the new building at this location will allow the existing hospital to remain fully operational while the new building is being built. The replacement hospital building will be a 258,163 square-foot, nine-story building. The overall height of the hospital building will be approximately 191 feet (approximately 154 feet to the roof deck and 191 feet to the top of the elevator override). The hospital building will have a maximum capacity of 160 beds. The replacement hospital building will accommodate upgraded medical technology and heating, ventilation and air-conditioning system, which is beneficial to the community, city, and region.

The Project includes a two-story state-of-the-art energy center with 5,953 square feet of floor area. The energy center building will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the energy center, facing Mindanao Way, is anticipated to include a public art element. The above-ground energy center building has been designed to last throughout the life of the project and able to withstand impacts related to flood hazards, thereby providing an essential service.

The Project will include the construction of a landscaped surface parking lot and will maintain an existing off-site surface parking lot. With 292 on-site and 100 off-site automobile parking stalls, as well as 27 short-term and 54 long-term bicycle parking stalls, the Project will meet City parking requirements. Further, as conditioned, the Project will provide EV parking spaces and charging stations consistent with the requirements of Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC. The condition requiring EV will support the adoption of low and zero emission transportation fuel sources by the Project's visitors, patients, and employees. This condition provides for the public welfare and public necessity by reducing the level of pollution of greenhouse gas emissions to the benefit of the neighborhood, and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); and Mobility Element Policy 4.1 (expand access to transportation choices). This condition allows the Project to improve the health, wellness, air and mobility of the patients, visitors, employees and neighborhood, but within the context of the Project's proposed density, uses, and features.

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Proposed Project will provide 54 long-term and 27 short-term bicycle parking spaces. The long-term bicycle spaces will be located near the self-park visitor parking, and the short-term bicycle parking spaces will be located adjacent to the emergency department entrance. Pedestrians and cyclists will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will enhance Lincoln Boulevard by moving above-ground utilities below-ground, and by the installation of a landscape buffer, thereby creating a more pedestrian-friendly environment. Pedestrians along Lincoln Boulevard will access the hospital entrance via the Lincoln Boulevard driveway, guided by prominent directional signage. In addition, new pathways and an internal road will allow for pedestrian and vehicular access through the property from Lincoln Boulevard and Mindanao Way.

The Project will provide approximately 200 trees to be planted throughout the property, including approximately 80 trees within and around the surface parking areas to provide screening and shade. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis "Forest Pansy" trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden. As such, the Project will enhance the built environment in the surrounding neighborhood.

The Project will promote the Palms – Mar Vista – Del Rey Community Plan's goals and policies to improve community aesthetics by providing landscape features and open space, offer transportation alternatives to vehicles by being located near transit and providing bicycle

amenities on-site, and improving the design of surface parking areas by utilizing landscape screening and buffers. The Project will, therefore, 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.

5. **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 Project is located in an urban area along a major commercial corridor, and will be compatible with adjacent properties. The neighboring properties to the east are improved with residential uses. The adjacent property to the south is developed with a gas station and drive-through restaurant. The neighboring property east of the Lincoln Boulevard and Mindanao Way intersection is developed with commercial uses – including bank, office, retail, and restaurant uses. The property across Lincoln Boulevard is developed with commercial towers. The neighboring property northwest of the site is improved with an automobile dealership. The Marina Freeway (State Route 90) is located north of the project site.

The replacement hospital building will be constructed along the Lincoln Boulevard frontage of the property, in an area currently developed with a medical office building and surface parking area. Construction of the new building at this location will allow the existing hospital to remain fully operational while the new building is being built. The covered loading dock and uncovered medical gas enclosure will also be located at the northeast corner of the hospital building. The proposed location of the hospital building will increase the buffer between the hospital and the residential neighborhood adjacent to the Project Site, across Mindanao Way, thereby minimizing adverse effects on the adjacent properties.

The replacement hospital building will be a 258,163 square-foot, nine-story building. The overall height of the hospital building will be approximately 191 feet (approximately 154 feet to the roof deck and 191 feet to the top of the elevator override). As the Project is located in an urban area along a major commercial corridor, the Project's size and height will be compatible with and will not adversely affect adjacent properties. Additionally, the replacement hospital building will be located adjacent to properties already developed with two commercial towers up to 12 stories in height, located at 4640 and 4676 Admiralty Way. The tallest component of the Project, the replacement hospital building, will be located adjacent to these commercial towers and will therefore be visually compatible with the surrounding development.

The two-story energy center will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, is anticipated to include a public art element. As such, the design of the energy center building has been designed to minimize adverse impacts to the adjacent residential neighborhood. The energy center building will be of similar scale and height, and will be visually compatible with the adjacent two-story residential buildings.

The Project will include a 4,487 square-foot covered loading dock, and an uncovered medical gas enclosure. This area will house two large oxygen storage tanks and provide storage for smaller tanks of nitrogen, carbon dioxide and nitrogen oxide, all required for hospital operations. The loading area and enclosure will be screened along the east edge of the area, thereby minimizing adverse effects on the surrounding neighborhood. The proposed project will replace an existing operating hospital use. 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.

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

The Project Site is located within the Palms – Mar Vista – Del Rey Community Plan, a component of the Land Use Element of the City of Los Angeles' General Plan. The Community Plan designated the Project Site for Community Commercial use, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to 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 2-1.4: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that the design of new development be compatible with adjacent development, community character and scale.

The Project will maintain a hospital use within the commercial district along Lincoln Boulevard and serve the health needs of the community. The project will enhance the appearance of Lincoln Boulevard and Mindanao Way, through a combination of landscaping and building design. The nine-story hospital building will be consistent with existing commercial development along Lincoln Boulevard, including the approximately 12-story commercial towers west of the project site. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a public art element, which will allow for improved compatibility with the adjacent residential uses. The Project will provide a modern standard of care and will meet the requirements of the Alquist Act, and is consistent with the Palms – Mar Vista – Del Rey Community Plan. The Project, as conditioned, would substantially conform with the purpose, intent, and provisions of the General Plan and Community Plan.

7. 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 will be compatible with the scale and character of adjacent properties. The neighboring properties to the east are improved with condominiums up to two (2) stories in height. The adjacent property to the south at the site, immediately north of the Lincoln Boulevard and Mindanao Way intersection is developed with a gas station and drive-through

restaurant. The neighboring property east of the Lincoln Boulevard and Mindanao Way intersection is developed with commercial uses – including bank, office, retail, and restaurant uses – up to three (3) stories in height. Across Lincoln Boulevard to the west is the City Boundary with the County of Los Angeles. The property across Lincoln Boulevard is developed with commercial towers up to 12 stories in height, a parking structure with approximately four (4) levels. The neighboring property northwest of the site is improved with an automobile dealership, with a one-story office and associated surface parking. The Marina Freeway (State Route 90) is located north of the project site.

The replacement hospital building will be a 258,163 square-foot, nine-story building located along the Lincoln Boulevard frontage of the property. This location will appropriately create distance between the hospital use and adjacent residential development, and will place the structure adjacent to sites that have been developed with tall structures. The hospital building, designed with a third floor roof deck, a landscape buffer, and the undergrounding of above-ground utilities will improve the quality of the public realm along Lincoln Boulevard.

A two-story state-of-the-art energy center with 5,953 square feet of floor area will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, is anticipated to include a public art element, which will upgrade the quality of development at the site.

The Project will provide approximately 200 trees to be planted throughout the property. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden. These landscape improvements will be compatible with the character of the surrounding neighborhood.

As such, 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.

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

The Project Site is currently developed with a two-story, 94,480 square-foot hospital. The Project will construct replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements, and will increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The replacement hospital facilities will have a total floor area of 268,603 square-feet, including the new 258,163 square-foot hospital building and 5,953 square-foot energy center building. In addition, a 4,487 square-foot covered loading dock will adjoin the northeast side of the replacement hospital building.

The overall height of the replacement hospital building will be approximately 191 feet (154 feet to the roof deck and 191 to the top of the elevator override). The energy center building will have an overall height of 45 feet, with a mechanical screen extending approximately 51 feet high at the southern end of the building. The property is within Height District 1, which does not establish a maximum height limit for lots within the C2 zone.

The C2-1 Zone allows an FAR of 1.5:1. Following completion of the new buildings and prior to the demolition of the existing hospital building, the Project Site will maintain 357,380 square feet of floor area and an FAR of 1.12:1. This includes the existing 96,480 square-foot hospital building, the replacement 258,163 square-foot hospital building, and the first phase of the energy center building with approximately 2,400 square feet of floor area. Following demolition of the existing hospital building and completion of the 4,487 square-foot covered loading dock and the remaining approximately 3,600 square feet of the energy center building, the final floor area of the Project will be 268,603 square feet, and will have an FAR 0.84:1. Therefore, the Project is consistent with the FAR requirements.

As conditioned, the Project will comply with the height and area regulations of the Palms – Mar Vista – Del Rey Land use Map's Community Commercial land use designation and C2-1 Zone.

9. That the Project is consistent with the City Planning Commission's design guidelines for Major Development Projects.

The City Planning Commission has not yet approved Design Guidelines for Major Development Projects. The Project does, however, meet the following Citywide Design Guidelines:

Pedestrian-First Design

Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Project Site is served by several bus lines (Metro, LADOT, and Big Blue Bus) along both Lincoln Boulevard and Mindanao Way. A Bike Path (Class I) along Lincoln Boulevard and the Ballona Creek Trail, a Bike Path (Class I), provides connectivity to the project site from surrounding communities. Pedestrians and bicyclists will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will create a more pedestrian-friendly environment along Lincoln Boulevard and Mindanao Way by moving above-ground utilities below-ground and by providing a landscape buffer. Vehicular access driveways will be improved to enhance pedestrian safety while providing clear access to the site. Additionally, a 3rd story landscaped roof deck on the hospital building will help support pedestrian scale and provides visual interest that engages with the street.

360 Degree Design

Guideline 4: Organize and shape projects to recognize and respect surrounding context.

Guideline 5: Express a clear and coherent architectural idea.

Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.

Guideline 7: Carefully arrange design elements and uses to protect site users.

The Lincoln Boulevard corridor is developed with multi-level, nonresidential structures ranging from two to 12 stories in height, while development along Mindanao Way range includes low scale residential and nonresidential structures. The project recognizes and respects the surrounding context by locating the nine-story hospital building along the Lincoln Boulevard frontage and away from the adjacent residential neighborhood. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a public art element, which will allow for improved compatibility with the adjacent residential uses. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden, providing a comfortable user experience.

Climate-Adapted Design

Guideline 8: Protect the site's natural resources and features.

Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.

Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.

The Project will provide approximately 200 trees to be planted throughout the property, including approximately 80 trees within and around the surface parking areas to provide screening and shade. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis "Forest Pansy" trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. The project has been conditioned to plant street trees within the public right-of-way.

COASTAL DEVELOPMENT PERMIT FINDINGS

10. The development is in conformity with Chapter 3 of the California Coastal Act of 1976.

Chapter 3 of the Coastal Act includes provisions that address the impact of development on public services, infrastructure, traffic, the environment and significant resources, and coastal access. Applicable provision are as follows:

Section 30244 Archaeological and Paleontological Resources.

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act. Approximately 13,700 cubic yards of soil will be removed from the site, and approximately 12,000 cubic yards of soil will be imported for use in backfilling the footing and pad excavation for the demolished hospital building and for final site grading. The project site has been previously disturbed and is presently developed with the Marina Del Rey Hospital and related medical office building. The grading and excavation, necessary for the Project, is subject to review by the Department of Building and Safety and will comply with the

requirements of the grading division. The subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Section 30250 Location; existing developed area.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

The Project Site is located within an urbanized area and is already developed with a 94,480 square-foot hospital. The property and existing structures are served by existing water, sewer and electrical utilities. Lincoln Boulevard and Mindanao Way are improved right-of-ways with two to three travel lanes in each direction and dedicated left-turn lanes, and are served by multiple public transit lines (Metro, LADOT, and Big Blue Bus stops). The proposed project provides the code-required number of automobile parking spaces, and provides for short- and long-term bicycle parking. Further, the proposed use will maintain connections with existing infrastructure systems (water, electricity, gas, wastewater, trash service, etc). Therefore, the Proposed Project will not have a significant adverse impact on coastal resources.

Section 30251 Scenic and Visual Qualities.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Project will have no adverse effects on public access, recreation, public views, or the marine environment as the property is developed with a hospital and surface parking lot, located on the west side of the Lincoln Boulevard corridor. The site is within 500 feet of the Marina Del Rey Marina. The Project will not interfere with any views to the ocean or scenic coastal areas. The tallest component of the Project, the replacement hospital building, will be located adjacent to properties already developed with commercial towers up to 12 stories in height. Therefore, the project will not impact views to and along the ocean and scenic coastal areas, and will be consistent with the requirements of Section 30251.

The Project is located in an urban area along a major commercial corridor, and will be compatible with adjacent properties. The overall height of the replacement hospital building will be approximately 191 feet and will be consistent with existing development along the corridor. The adjacent property is developed with commercial towers up to 12 stories in height. The two-story energy center will be constructed east of the hospital building along Mindanao Way, and will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the energy center building, facing Mindanao Way, is anticipated to include a public art element. The

energy center building, along with a landscape buffer, has been designed to minimize its massing and be visually compatible with the adjacent residential neighborhood.

There will be no dredging, filling or diking of coastal waters or wetlands associated with the request. The project will be visually compatible with the character of surrounding areas. Therefore, the project will not block any protected views of the ocean or coastline, and the Proposed Project is in conformity with Chapter 3 of the California Coastal Act.

Section 30252 Maintenance and Enhancement of Public Access.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development .

The Proposed Project will supply sufficient parking for employees and hospital visitors, and will therefore not reduce parking for visitors accessing the coast. The Proposed Project will be required to provide a total of 341 automobile parking spaces based on the proposed hospital, energy center building, and loading dock uses. The aggregate number of 341 required automobile parking spaces is reduced by 20 spaces as a result of the required bicycle parking spaces that are provided, pursuant to LAMC Section 12.21 A.4. Therefore, the overall automobile parking requirement for the project is 321 spaces. The Proposed Project proposes a total of 392 automobile parking spaces both on- and off-site. On-site parking will consist of surface parking for self-park visitors, valet visitors, physician, energy center staff, materials handling staff, and ambulance staff. The Proposed Project will maintain a total of 100 employee parking spaces at the Cedars-Sinai Marina Del Rey Hospital parking lot located at 4363-4373 South Lincoln Boulevard, which is within the 750-foot distance within which required parking spaces may be provided when such spaces are located upon another lot. Therefore, the project will be consistent with the requirements of Section 30252(4) and provides adequate parking for the proposed use.

Section 30253 Minimization of Adverse Impacts.

New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The proposed development is located within a Methane Zone, Liquefaction Area, and within 6.7 kilometers of the Newport – Inglewood Fault Zone (Onshore). As such, the project is subject to compliance with Zoning and Building Code requirements that will minimize risks to

life and property in such hazard areas. The property is also located in Zone X, outside of the Flood Zone.

The project site is also located within an area that may be affected by sea level rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted On November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs).

A Sea Level Rise Assessment dated December 20, 2019 was prepared by HDR Architecture Inc. The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR. The potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). The Project proposes finished floor elevations of 14 feet for the hospital, and 14.33 feet for the energy center building, above the anticipated inundation areas. The Project places the majority of critical infrastructure above the first-floor level. Further, the Project will waterproof below grade elements. Any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As such, the proposed development is consistent with Section 30253 of the Coastal Act.

11. The development will not prejudice the ability of the City of Los Angeles to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

Coastal Act Section 30604(a) states that prior to the certification of a Local Coastal Program ("LCP"), a coastal development permit may only be issued if a finding can be made that the proposed development is in conformance with Chapter 3 of the Coastal Act. The City does not have an approved LCP for this area. In the interim, the Palms -Mar Vista - Del Rey Community Plan, the Land Use Element of the City's General Plan, serves as a functional equivalent.

The Palms - Mar Vista - Del Rey Community Plan Map designates the property for Community Commercial, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is zoned [Q]C2-1 and P-1, and is consistent with the land use designation. With the approval of the requested Vesting Zone Change, the Zone will continue to be consistent with the range of zones corresponding to the Community Commercial land use designation. Further, the Project will be consistent with the commercial policies of the Community Plan, as previously discussed. The project will not conflict with any Coastal Act policies with respect to shoreline access, recreation and visitor serving facilities, water and marine resources and environmentally sensitive habitat areas, and public works.

Therefore, the approval of the proposed development will not prejudice the City's ability to prepare an LCP consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

12. The Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed and considered in light of the individual project in making this determination properties.

The Los Angeles County Interpretive Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretive Guidelines, the guidelines are intended to be used "in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources." The Regional Interpretive Guidelines for the Marina del Rey portion of the Coastal Zone primarily address development that is located immediately adjacent to the shoreline or harbor areas. The guidelines address adequate public access and appropriate recreational activities in these areas. The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the California's Alfred E. Alquist Hospital Facilities Seismic Safety Act. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing property site. The project will not impede or otherwise affect public access to coastal areas, and will not preempt areas usable for public or commercial recreation or marine related facilities. The Regional Interpretive Guidelines have been reviewed and the Proposed Project is consistent with the applicable requirements in the Guidelines.

13. The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

The project is located within the single permit jurisdiction of the California Coastal Zone. There are no recent actions taken by California Coastal Commission to approve a new hospital within the City of Los Angeles Coastal Zone. However, the California Coastal Commission recently approved the following improvements to necessary infrastructure and essential uses:

- On December 10, 2003, the Coastal Commission approved a Coastal Development Permit to construct a three-story 97,738 square foot addition to existing hospital; the permanent conversion of approximately 0.75 acres of native Monterey pine forest to an urban use, relocation of existing scenic easements, & remodeling of existing patient rooms, located at 23625 WR Holman Highway, City of Monterey. (Application No. 3-03-068)
- On October 9, 2015, the Coastal Commission approved a Coastal Development Permit to construct a 54-inch diameter force main sewer approximately two miles in length, located in the Dual Permit Jurisdiction Area of the Coastal Zone, at the area beneath Hurricane Street, Marquesas Way, Via Marina, Pacific Ave, Culver Boulevard, Vista del Mar, and Marina del Rey Channel, City of Los Angeles and Los Angeles County. (Application No. 5-15-0810)
- On February 9, 2018, the Coastal Commission approved a Coastal Development Permit to authorize the Clearwater Program Joint Water Pollution Control Plant (JWPCP) Effluent Outfall Tunnel Project including construction of part of a 21 ft. diameter tunnel, approximately 900 ft. in length within dual permit jurisdiction area, to transport treated wastewater effluent from JWPCP to proposed new manifold structure at White Point/Royal Palms Beach (RPB); excavation of exit shaft at RPB to be used to connect new tunnel to existing ocean outfalls and remove portions of Tunnel Boring Machine; temporary use of

maximum 50 of 248 parking spaces, construction of 20 ft. sound wall around perimeter of shaft site, and relocation of payment kiosk, payment meters, lifeguard tower, and public showers; permanent surface structures at RPB limited to vent pipes and access lids for future operation and maintenance; at the Royal Palms Beach, San Pedro, located in a Dual Permit Jurisdiction Area of the Coastal Zone. (Application No. 5-17-0809)

- On April 11, 2019, the Coastal Commission approved a Coastal Development Permit authorizing the rehabilitation of the Venice Pier including replacement of the 157 ft. long pier approach structure, structural repairs to 39 concrete piles and 155 cap beams, deck surface and soffit repairs, and removal and replacement of existing utilities, located in the Dual Permit Jurisdiction Area of the Coastal Zone, at 1800 Ocean Front Walk, Venice. (Application No. 5-18-1082)

As such, this decision of the permit granting authority has been guided by applicable decisions of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

14. The development is not located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, and the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.

Section 30210 of the Coastal Act states the following in regards to public access:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners, and natural resources from overuse.

Section 30211 of the Coastal Act states the following in regards to public recreation policies:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

The subject property is not located between the nearest public road and the shoreline of any body of water located within the coastal zone. The project will not interfere with public access to the coast. The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the California's Alfred E. Alquist Hospital Facilities Seismic Safety Act. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing property site. There is no adjoining public access point or public recreation facility that will be affected by this request.

15. An appropriate environmental clearance under the California Environmental Quality Act has been granted.

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, 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. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-6649-CE is provided in the case file and attached as Exhibit C.

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, 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. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-6649-CE is provided in the case file and attached as Exhibit C.

The Project will construct the following replacement facilities: (1) a nine-story, 258,500 square-foot hospital measuring 191 feet in height and providing a total of 160 patient beds, (2) a new two-story energy center building with approximately 6,000 square feet of floor area and 14,000 square feet of mechanical area, measuring 55 feet in height, (3) an approximately 4,500 square-foot loading dock, (4) a 300 square-foot fire pump building, (5) a medical gas enclosure, (6) and a DWP substation and switchgear enclosure. The Project will also include a comprehensive sign program. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site. The Project will include two (53-foot by 11-foot) temporary mobile imaging trailers on-site that will be used for magnetic resonance imaging (MRI) and computed tomography (CT) scans during construction, and will be removed upon completion of the replacement hospital building. The Project will remove six street trees along Lincoln Boulevard and two street trees along Mindanao Way. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. As a project consisting of the replacement of an existing hospital to provide earthquake resistant structures and does not increase capacity more than 50%, the Project qualifies for the Class 2 Categorical Exemption.

CEQA Determination – Class 2 Categorical Exemption Applies

A Project qualifies for a Class 2 Categorical Exemption if it involves the replacement or reconstruction of existing hospitals where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Class 2 Categorical Exemption includes the replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the "Alquist Act"). The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. As such, the Proposed Project qualifies for the Class 2 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the Proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative

Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

- (a) **Location.** *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the Proposed Project is categorically exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2 Categorical Exemption), this exception does not apply.

- (b) **Cumulative Impacts.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

There is not a succession of known projects of the same type and in the same place as the subject project.

An application for a coastal development permit has been filed adjacent to the subject site, located at 4730 South Lincoln Boulevard (DIR-2019-5349-CDP), requesting the change of use from 4,290 square feet of Restaurant use to Medical Office use within an existing building, in conjunction with tenant improvements. An approved project located approximately 470 feet from the subject site, located at 13160 West Mindanao Way (DIR-2019-4398-CDP), is for the change of use of 40,000 square feet of General Office use to Medical Office use within an existing building. However, neither project constitutes a project of the same type and in same place as the subject project.

A Transportation Assessment prepared by Linscott Law & Greenspan, dated March 12, 2020, accounts for the trip generation potential of the replacement hospital (160 hospital beds), in comparison with the calculated trip generation of the existing uses (133 hospital beds and 50,500 square feet of medical office space) so that the number of net new vehicle trips can be determined. As required by the Los Angeles Department of Transportation (LADOT), the trip generation forecast has been prepared using trip rates provided in the *Trip Generation Manual (10th Edition)* published by the Institute of Transportation Engineers (ITE). The assessment concluded that the Project is forecast to result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips).

A Construction Analysis prepared by Linscott Law and Greenspan, dated March 12, 2020, accounts for adverse effects on mobility in the project vicinity during the construction process based on the procedures outlined in the LADOT *Transportation Assessment Guidelines* document. The analysis concluded that that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Further, the analysis recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity, and that a Construction Staging and Traffic Management Plan be prepared, which will include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

Further, the Proposed Project would be subject to citywide Regulatory Compliance Measures. Regulatory Compliance Measures (RCMs) include but are not limited to compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations,

and Best Management Practices for stormwater runoff. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project's impacts are cumulatively considerable when evaluating any cumulative impacts associated with construction noise and transportation/traffic in the surrounding area.

- (c) **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, which will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project is located in an urbanized area, with adjacent lots developed with commercial, residential, and public facility uses. The construction of a replacement hospital at a site that been developed with a hospital use is not an unusual circumstance. The project size and height are similar to existing development within the vicinity of the subject site and are permitted by the underlying C2-1 zone. The project proposes a Floor Area Ratio (FAR) of 1.12:1 on a site that is permitted to have an FAR of 1.5:1, and proposes a height of 191 feet on a site that does not have a height limit.

As described above, a Transportation Assessment concluded that the Project would result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips). Additionally, a Construction Analysis concluded that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (d) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 9 miles northwest of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

- (e) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the project site does not indicate the site may be hazardous or otherwise contaminated. Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

- (f) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural

Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

ADDITIONAL MANDATORY FINDING

16. 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, outside the Flood Zone

COVID-19 UPDATE

Interim Appeal Filing Procedures

April 17, 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. There are three options for filing appeals, described below.

OPTION 1: NON-APPLICANT ONLINE APPEAL PORTAL

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

Non-applicant appeals of entitlements can now be submitted online and payment can be made by credit card. The online appeal portal allows non-applicants to fill out and submit the appeal application directly to the Development Services Center. 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. *Note: a 2.7% credit card processing service fee will be charged. CEQA appeals, Building and Safety appeals (LAMC Section 12.26K), and Applicant appeals can only be filed using Option 2 or 3 below.*

OPTION 2: EMAIL PLUS US MAIL

This is a two-step process including pre-clearance by email of the appeal application followed by application and payment submittal via US Mail.

STEP 1:

Email planning.figcounter@lacity.org with the subject line: **"Request to File Appeal."** In the email body provide:

- The case number
- Appellant contact information (name, email, telephone number)

Include as individual attachments to the email:

- Copy of Signed Appeal Application
- Justification
- Letter of Determination

City Planning staff will contact the appellant to confirm whether the appeal is complete and meets the applicable provisions of the Los Angeles Municipal Code (LAMC). The appellant will then be instructed to move forward with Step 2.

STEP 2:

Send appeal application via US Mail, postmarked no later than the last day of the appeal period. The package shall include:

- Original Appeal Application (wet signatures),
- Copy of email correspondence with City Planning staff (from Step 1)
- Appeal fee, check payable to the City of Los Angeles (\$109.47 for an aggrieved party, not the Project Applicant.)
- **Mail the appeal application to:**
Department City Planning - Metro DSC
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012

City Planning staff will email and mail the appellant with a receipt for payment. Note: only the original application, email, and check need to be sent via US Mail. This ensures a standard envelope with standard postage is sufficient, and no trip to the Post Office is necessary. **Steps 1 and 2 must both be completed. An email alone is not sufficient to satisfy appeal requirements.**

OPTION 3: 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 off appeal applications and payment. **Drop off areas are monitored in secure locations outside the three DSCs (Metro/ Downtown, Van Nuys, and West Los Angeles) and are available during regular business hours.**

City Planning staff will follow up with the appellant via email and phone to:

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