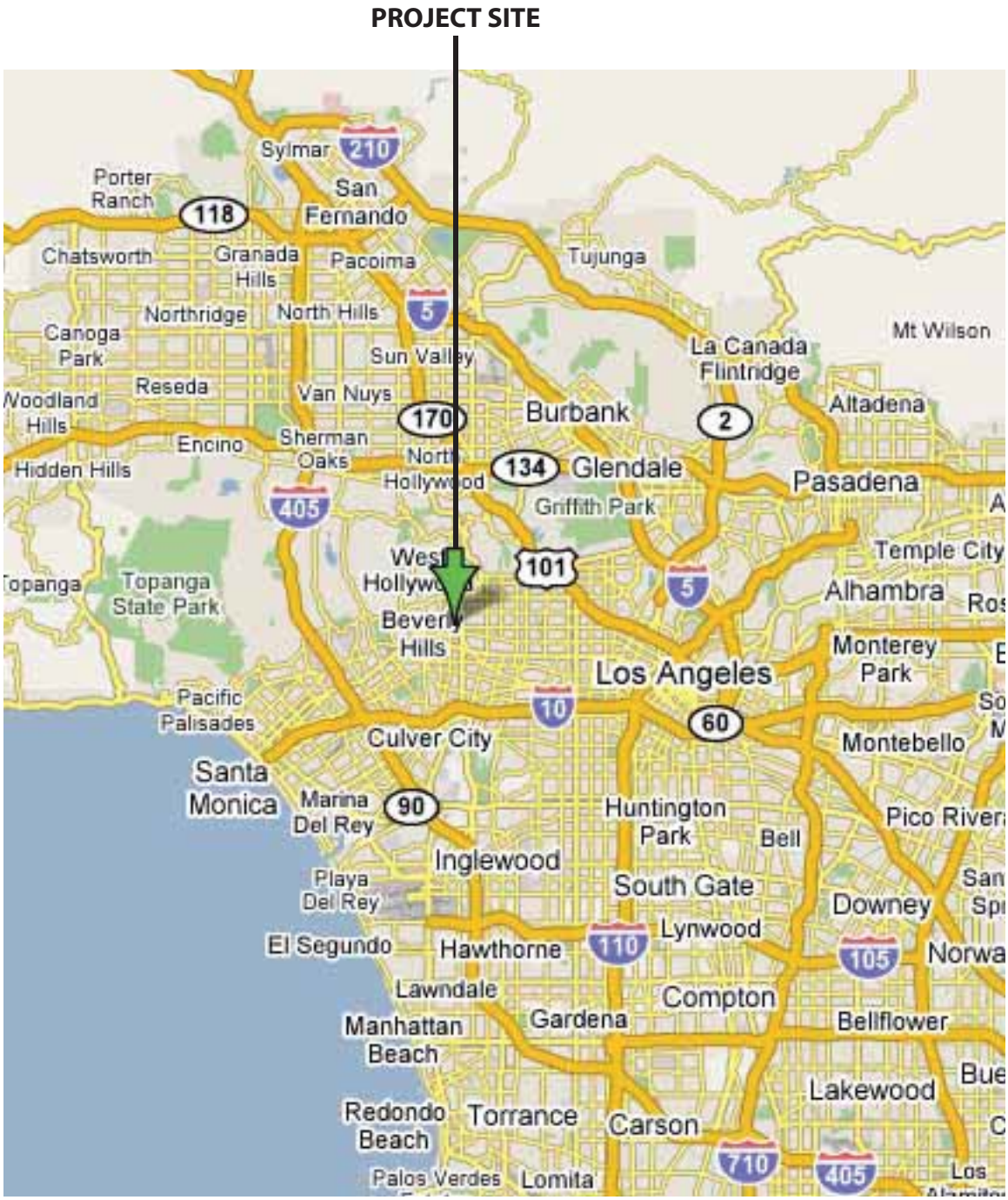
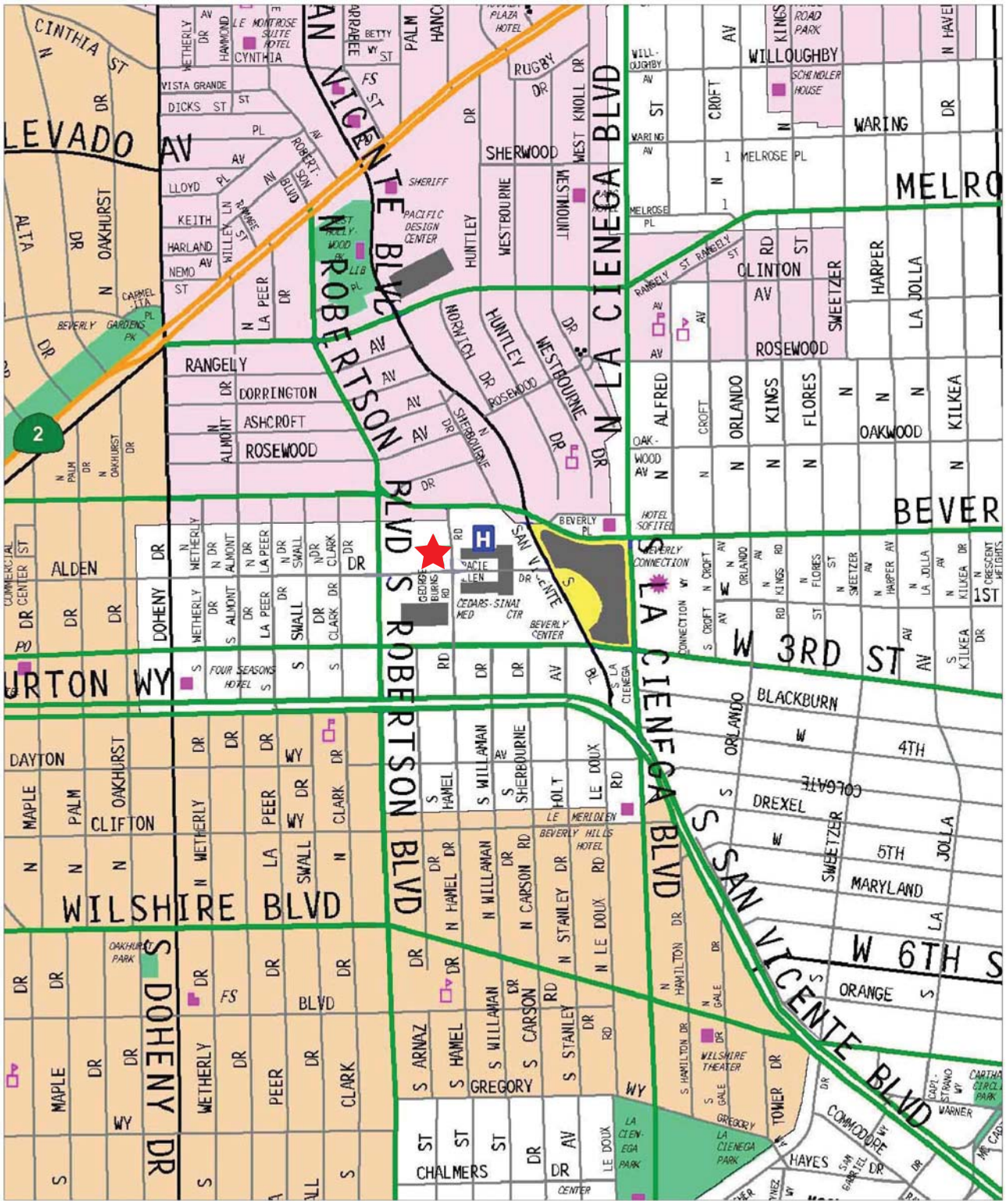


FIGURE 1
REGIONAL LOCATION

SOURCE: MAPS.GOOGLE.COM

NORTH



PROJECT SITE

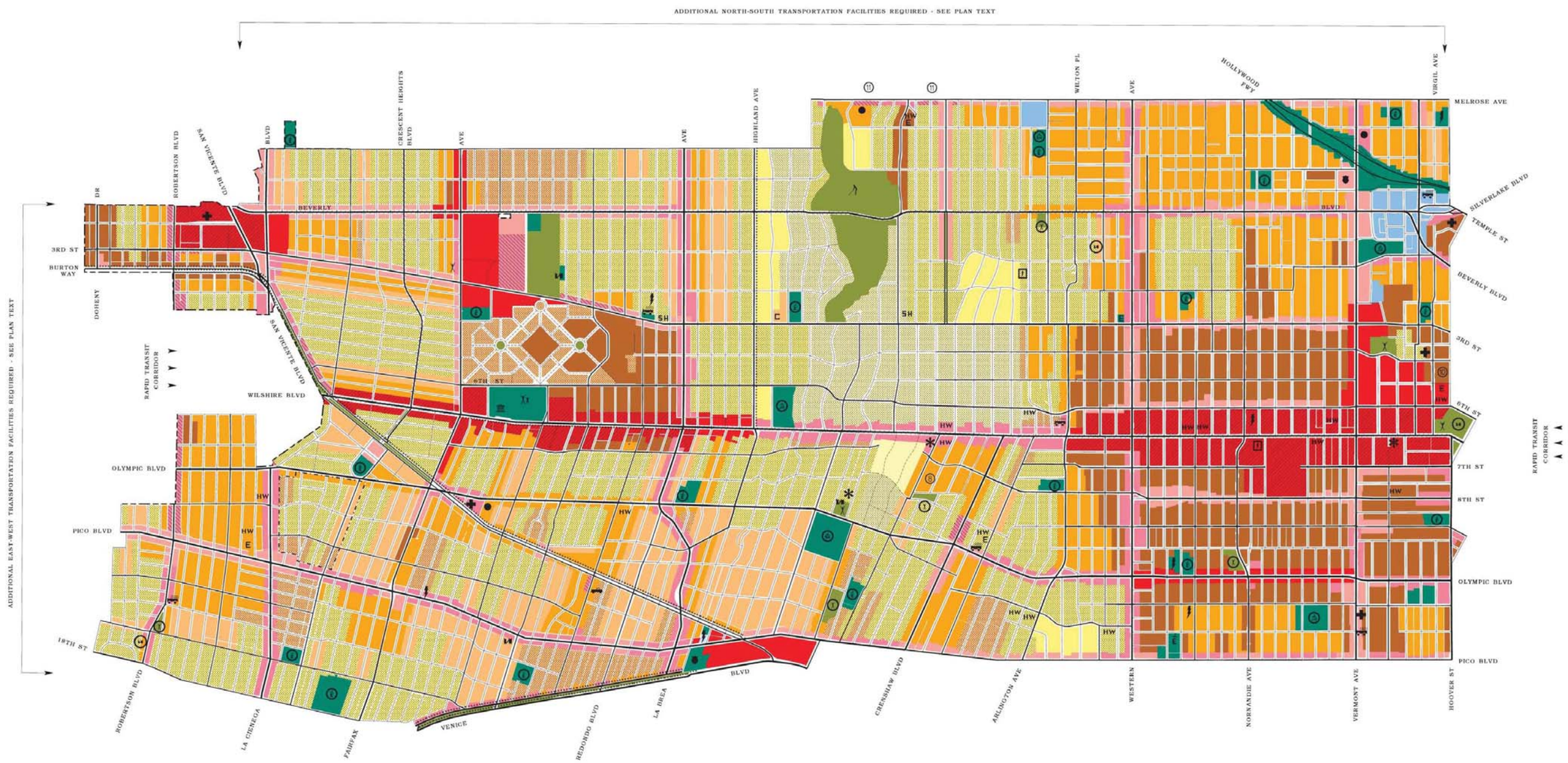
FIGURE 2
LOCAL VICINITY

SOURCE: THOMAS BROS. GUIDE

NORTH

FIGURE 3
AERIAL OVERVIEW AND SURROUNDING USES

SOURCE: PLANNING ASSOCIATES, INC.



CIRCULATION

- Freeway [2]
- Major Scenic Hwy II
- Major Highway II
- Divided Major Scenic Hwy
- Divided Major Hwy II
- Secondary Scenic Hwy
- Secondary Hwy
- Modified Secondary Hwy
- Secondary Scenic Hwy (RM
- Collector Street
- Modified Collector Street
- Local Street [2]
- Private Street

ADMINISTRATIVE BOUNDARY

- Community Boundary
- City Boundary

SPECIAL BOUNDARY

- Historic Preservation Overlay Zone
- Community Design Overlay

NOTES:

- Proposed [3]
- Proposed Expansion [4]

SERVICE SYSTEMS [3, 4]

SCHOOL SITES

- Public Elementary School
- Public Junior High
- Public Senior High
- Private Elementary
- Private Senior High
- Private College

RECREATIONAL SITES

- Neighborhood Park
- Community Park
- Golf Course - Private

OTHER FACILITIES

- Police Station
- Fire Station
- Community Library
- Power Distribution Station
- Maintenance Yard
- Cultural & Historical Monument
- Health Center
- Water Tank Reservoir
- Museum
- HW House Of Worship

LAND USE

RESIDENTIAL	CORRESPONDING ZONES [12]
SINGLE FAMILY	
VERY LOW I	RE20.RA
VERY LOW II	RE15.RE11
LOW I	RE9
LOW II	R1.RS.RD6 [1]
MULTIPLE FAMILY	
LOW MEDIUM I	R2.RD3.RD4.RZ3.RZ4.RU.RW1
LOW MEDIUM II	RD1.5.RD2.RW2.RZ2.5
MEDIUM	R3
HIGH MEDIUM [6]	R4

COMMERCIAL [7]	
NEIGHBORHOOD	C1.C1.5.C2.C4.[5] P CR.RAS3.RAS4
LIMITED	CR.C1.C1.5.P.[5] RAS3.RAS4
GENERAL	C1.5.C2.C4.[5] RAS3.RAS4
COMMUNITY	CR.C2.C4[5].P.PB RAS3.RAS4.P.PB
REGIONAL	CR.C1.5.C2.C4[5].P.PB RAS3.RAS4.R3.R4.R5

INDUSTRIAL [7]	
COMMERCIAL MANUFACTURING	CM.P
LIMITED	CM.MR1.M1.P
OPEN SPACE. PUBLIC FACILITIES	
OPEN SPACE	OS.A1
PUBLIC FACILITIES [13]	PF

FOOTNOTES

1. RD6 Zone permits apartments and attached housing.
2. Local streets and freeway interchanges are shown for reference only.
3. Boxed symbol denotes the general location of a potential facility. The symbol does not designate specific private property for acquisition.
4. Circled symbol indicates proposed site expansion.
5. Height District No. 1.
6. Height District No. 2.
7. Includes associated parking.
8. Development of 8th Street in the Freemont Place area to Collector Street standards will be necessary if and when the area is redeveloped.
9. The high medium density housing between Third Street and Olympic Boulevard East of Wilton Place may be built to Height District No. 2.
10. The high medium density housing area on the west side of Commonwealth between Fourth and Fifth Streets includes parking rights for adjoining commercial uses.
11. This limited commercial is limited to Height District 1VL.
12. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations.

    Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

    It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
13. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

FIGURE 4
COMMUNITY PLAN DESIGNATION

SOURCE: PLANNING ASSOCIATES, INC.

NORTH

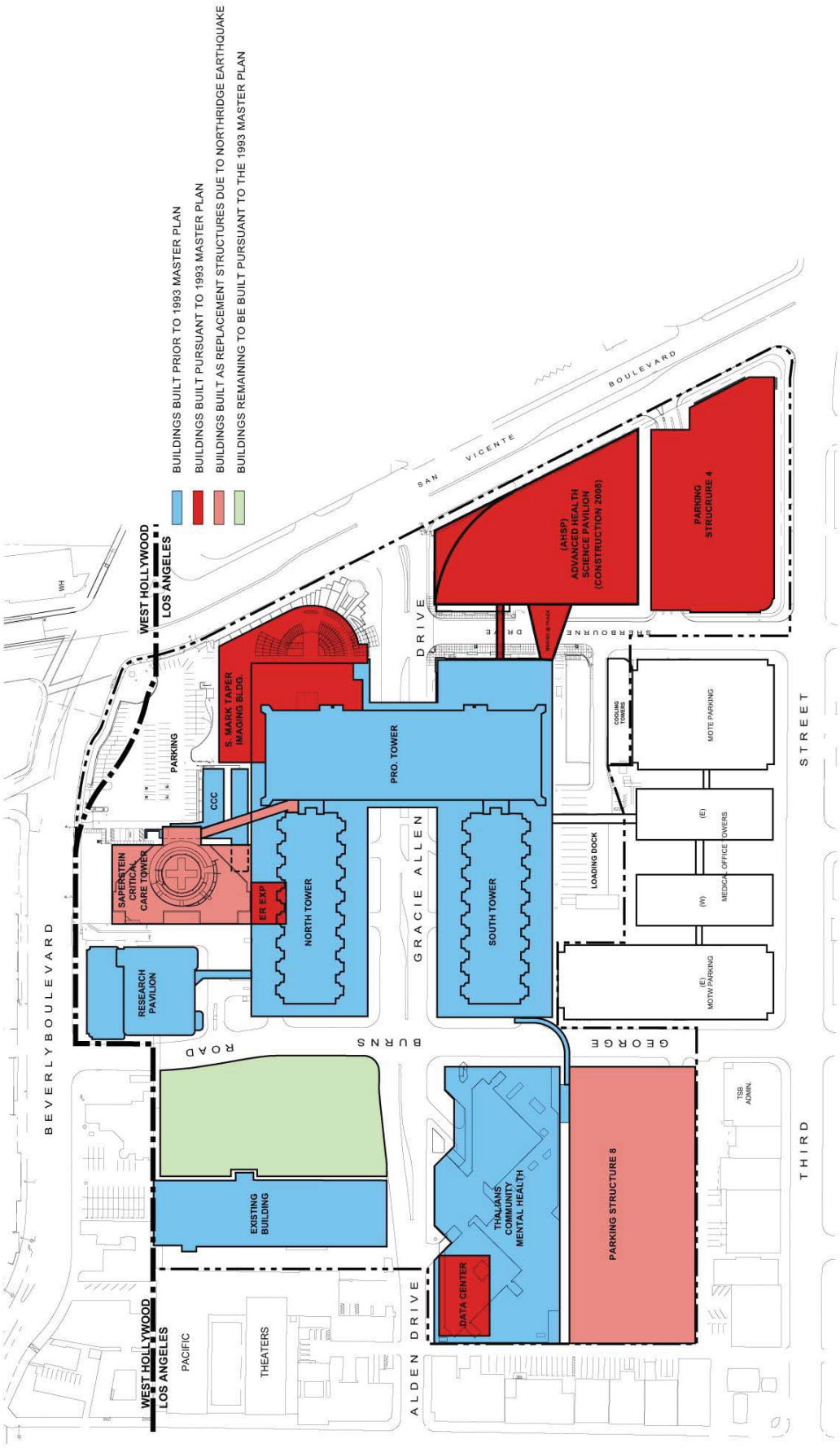


FIGURE 5
MASTER PLAN SITE PLAN

SOURCE: HOK

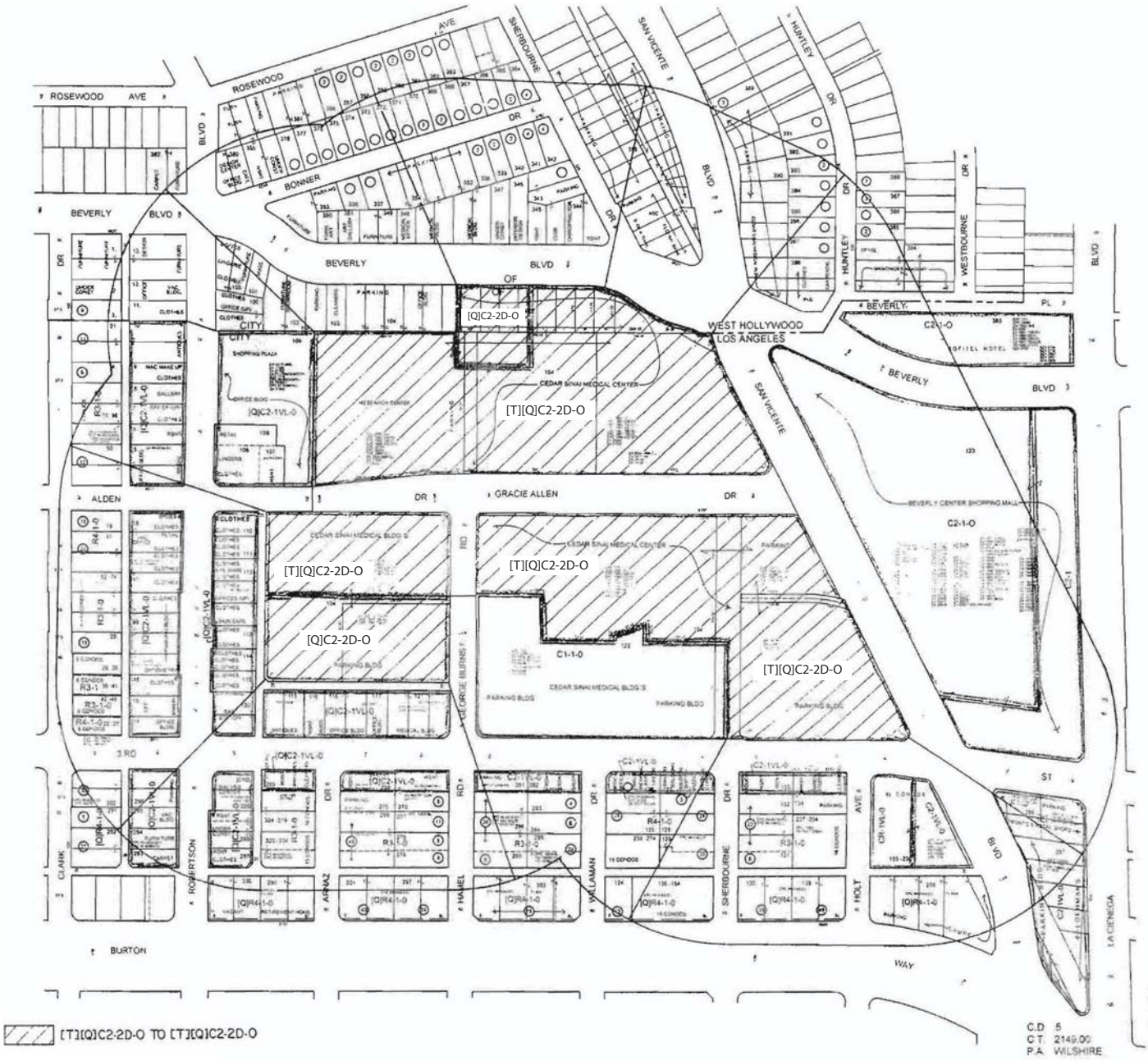


FIGURE 6
ZONING MAP

SOURCE: PLANNING ASSOCIATES, INC.

NORTH

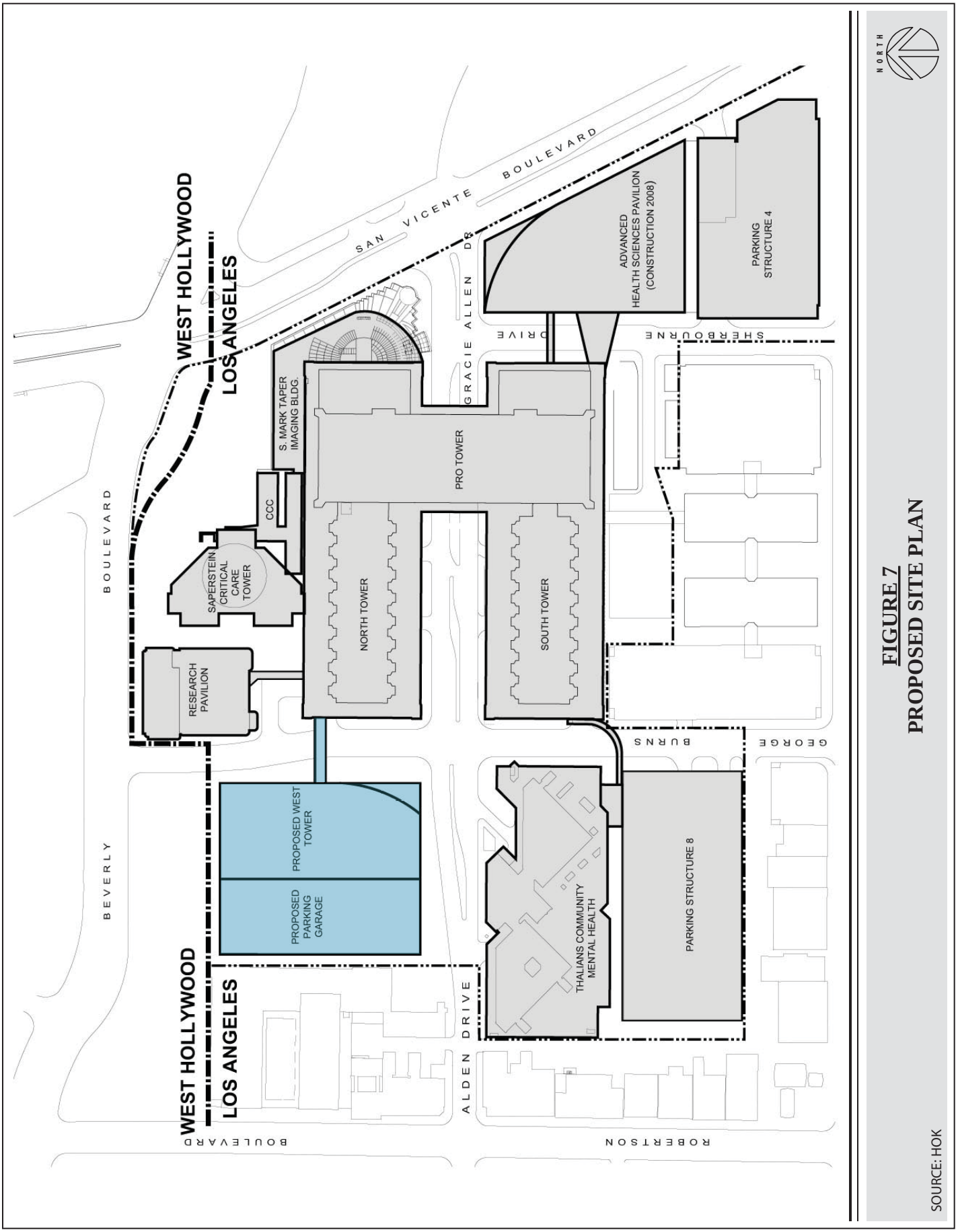


FIGURE 7
PROPOSED SITE PLAN

SOURCE: HOK

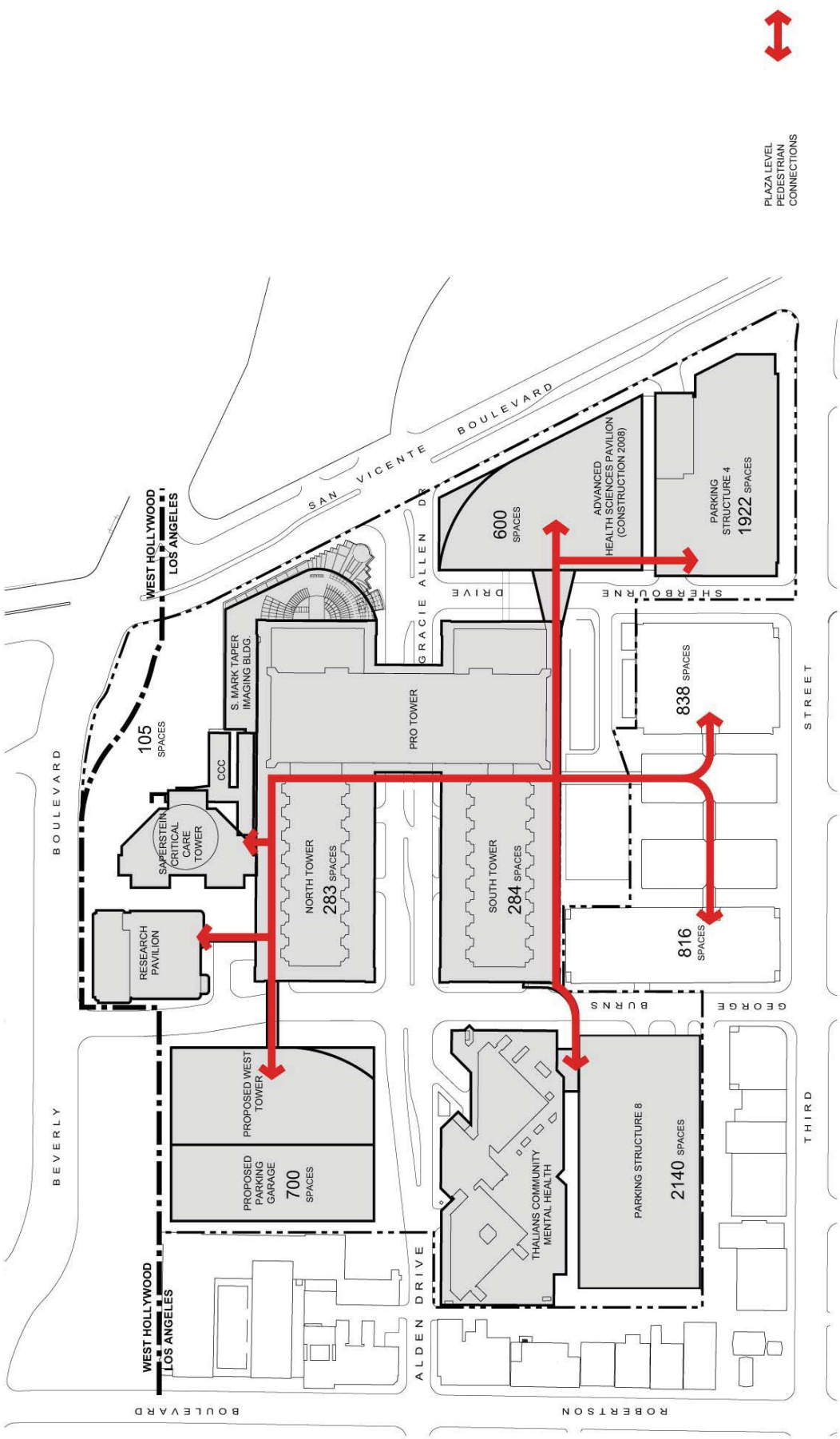


FIGURE 8
SITE ACCESS AND PEDESTRIAN CIRCULATION

SOURCE: HOK

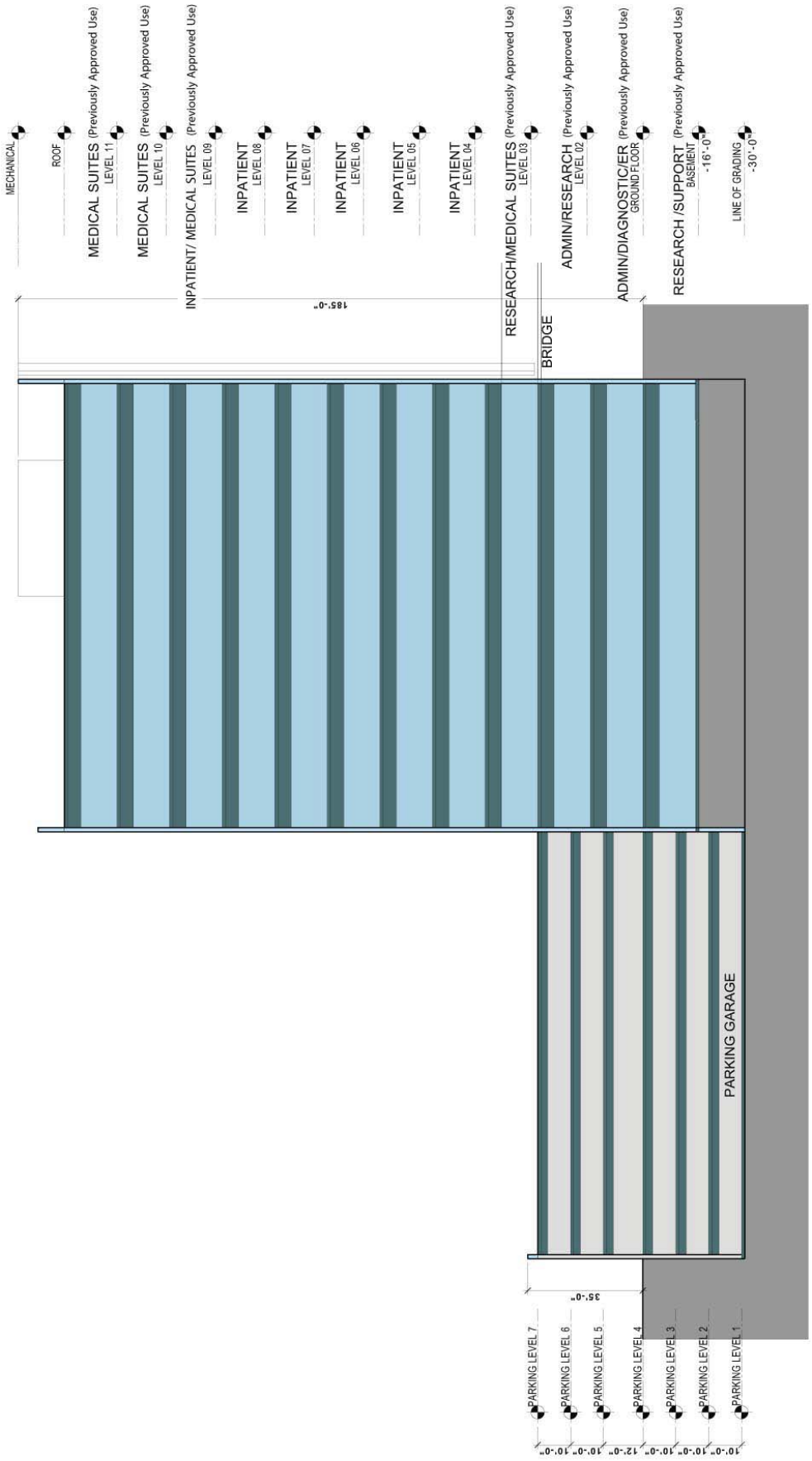


FIGURE 9
PROPOSED BUILDING SECTION

SOURCE: HOK

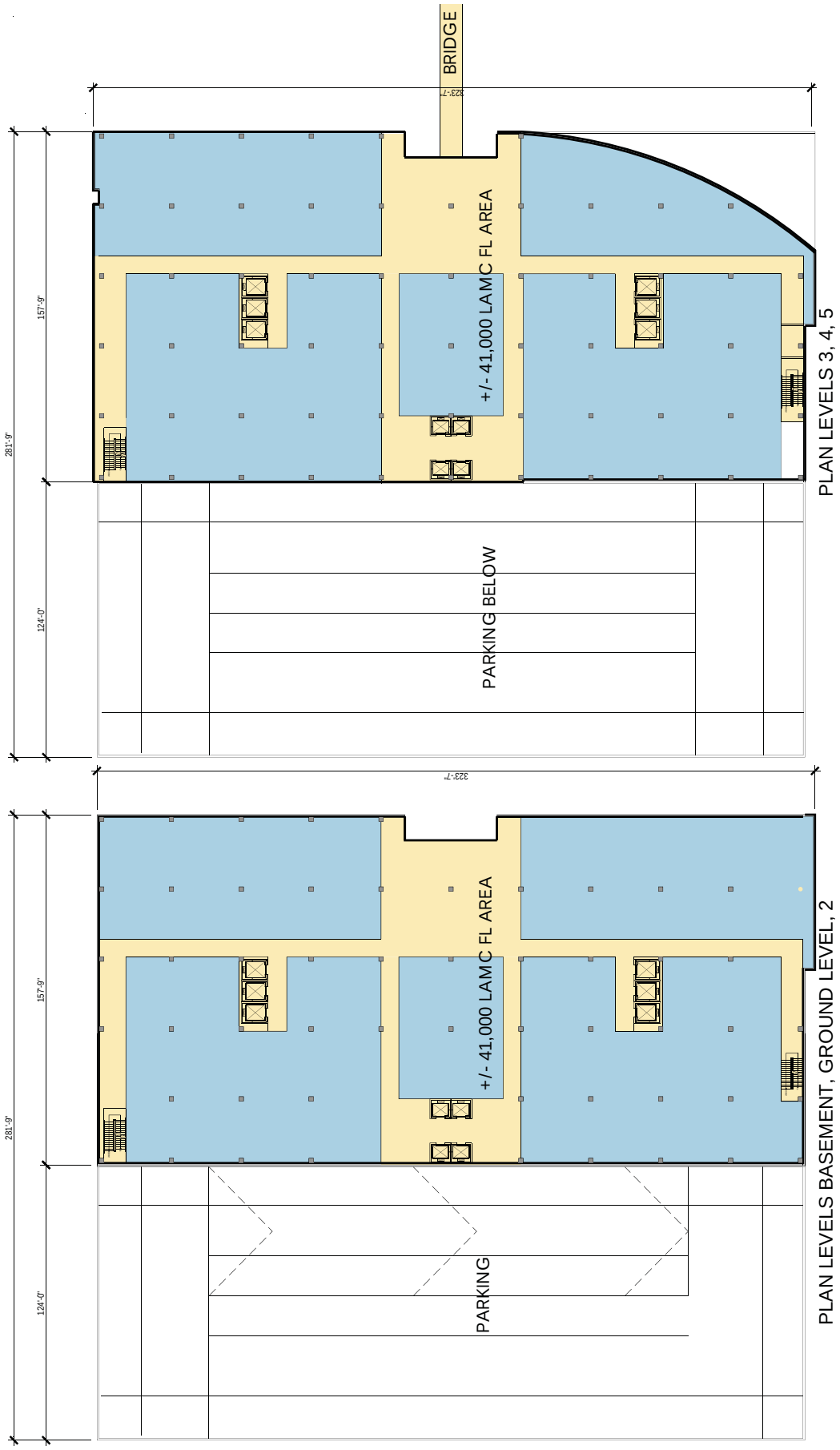


FIGURE 10
PROPOSED BUILDING FLOOR PLANS 1

SOURCE: HOK

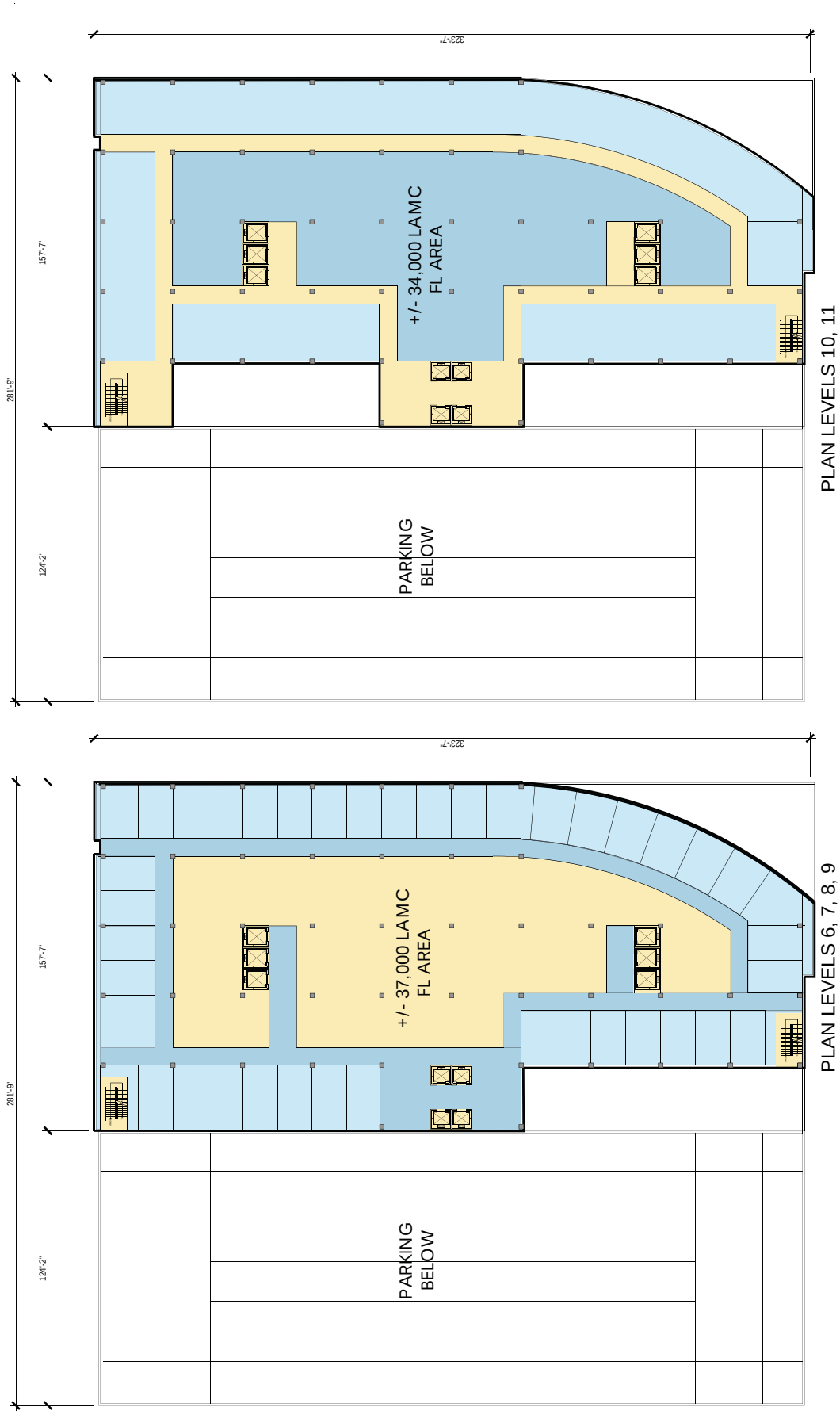


FIGURE 11
PROPOSED BUILDING FLOOR PLANS 2

SOURCE: HOK

FIGURE 12
PROPOSED BUILDING PERSPECTIVES: VIEW FROM GRACIE ALLEN DRIVE

SOURCE: HOK

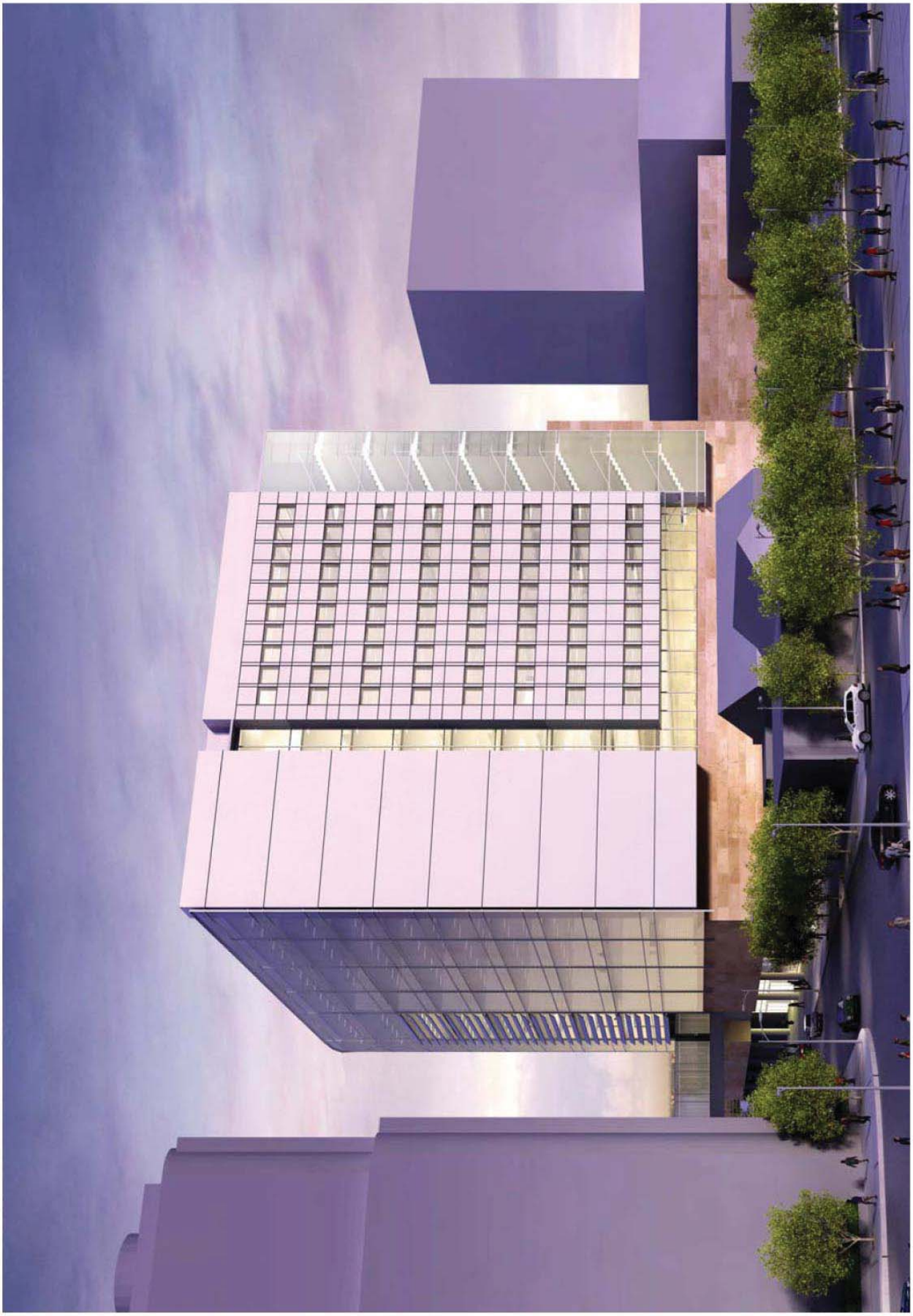
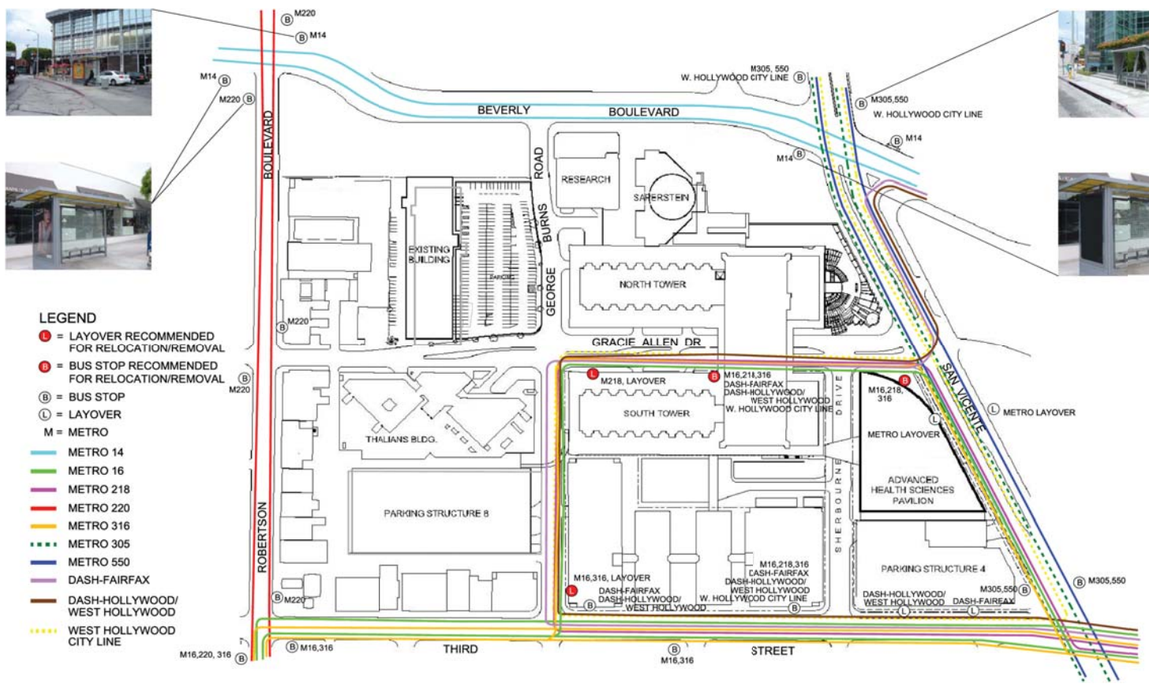
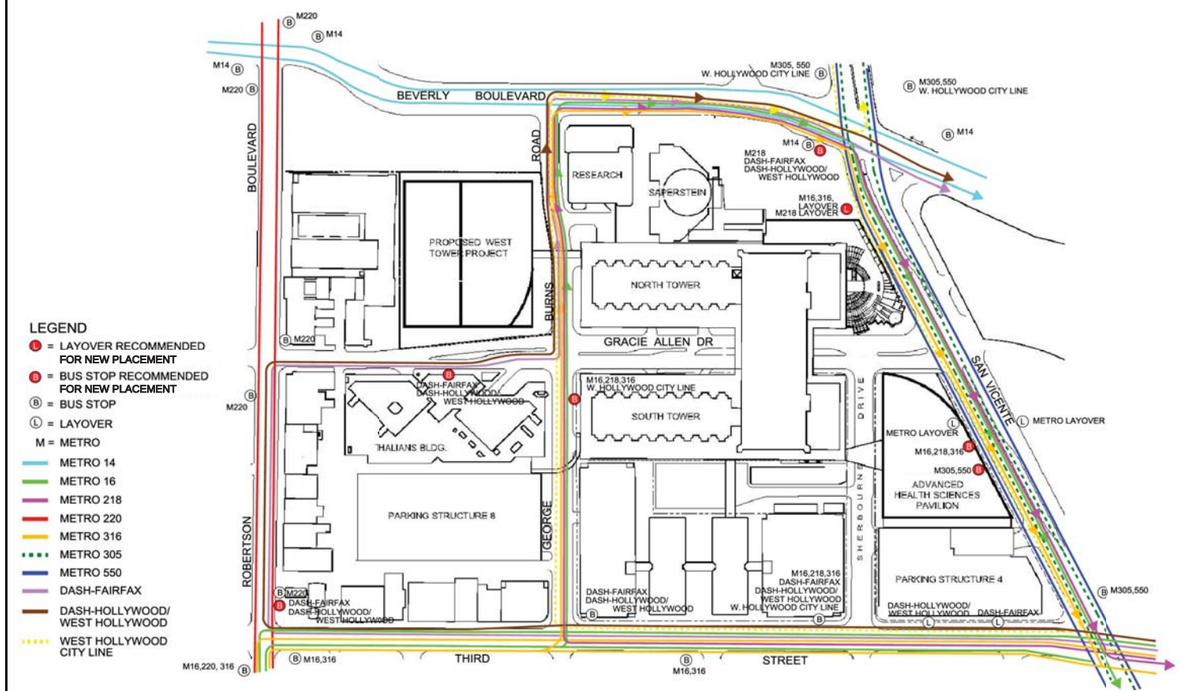


FIGURE 13
PROPOSED BUILDING PERSPECTIVES: VIEW FROM BEVERLY BOULEVARD

SOURCE: HOK



EXISTING PUBLIC TRANSIT ROUTES



RECOMMENDED PUBLIC TRANSIT ROUTES

FIGURE 14
TRANSIT PLAN

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

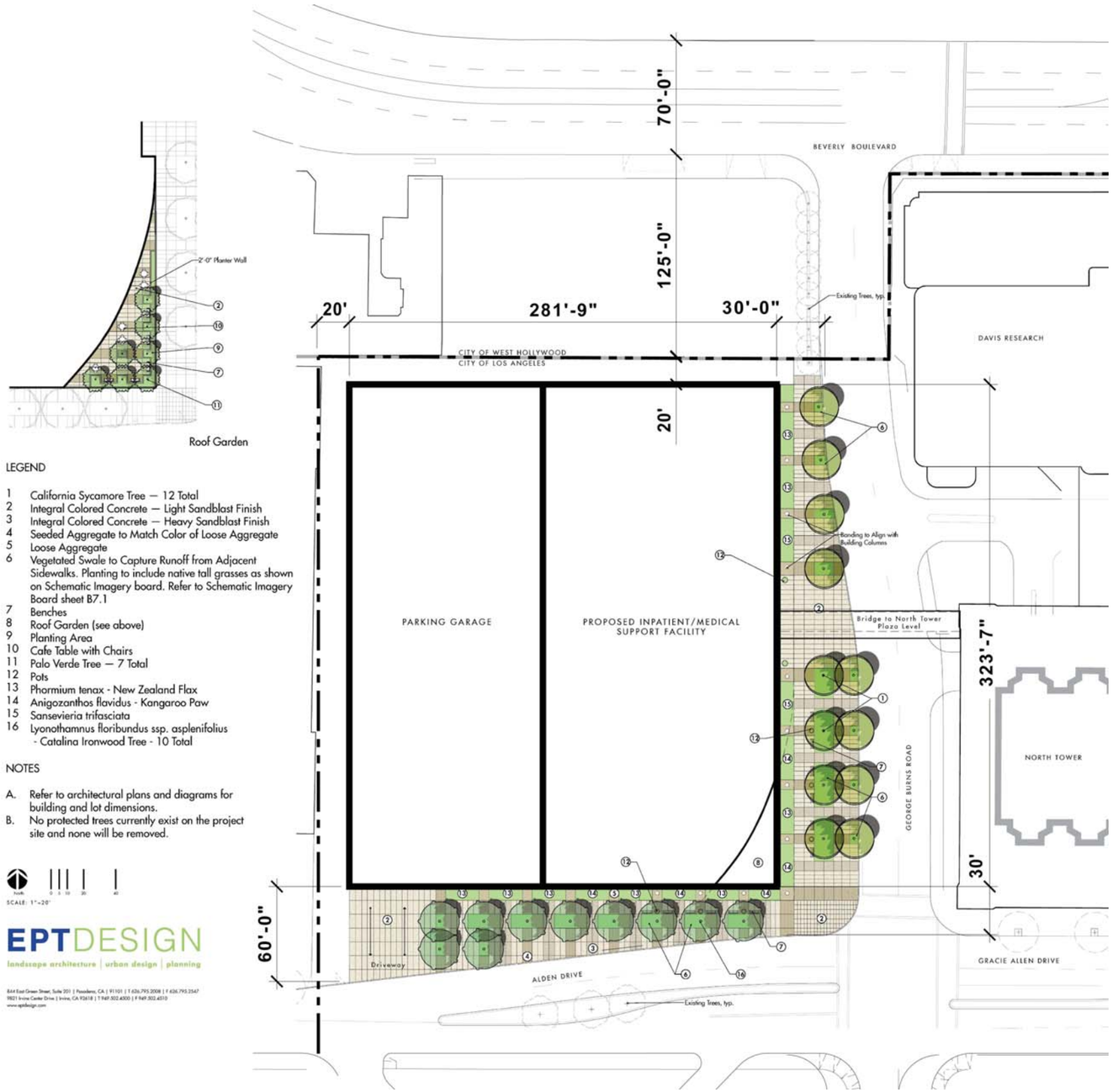


FIGURE 15
CONCEPTUAL LANDSCAPE PLAN

SOURCE: HOK

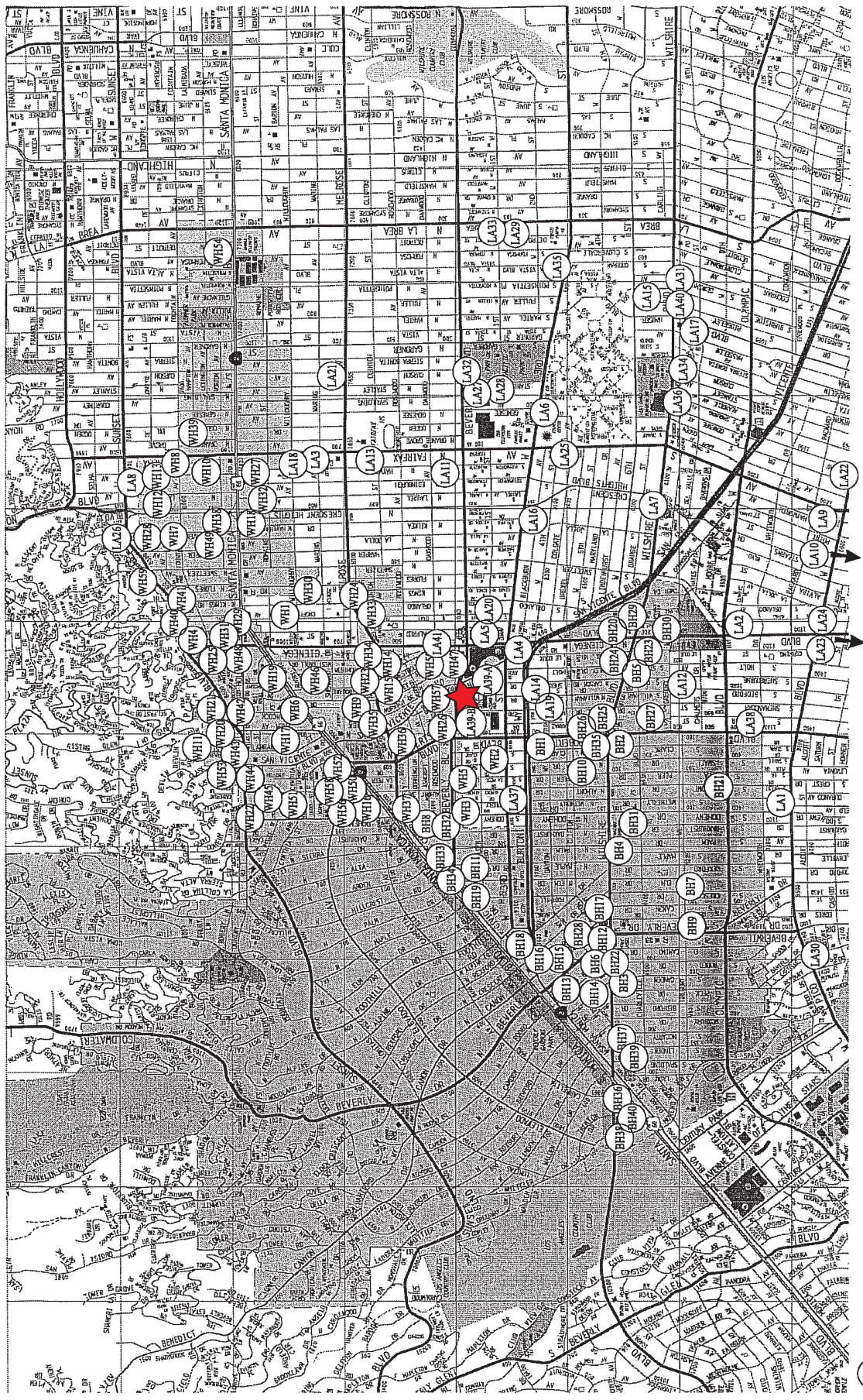


FIGURE 16
LOCATION OF RELATED PROJECTS

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

LOOKING NORTHWEST TOWARD CSMC CAMPUS

FIGURE 17
VIEWS OF URBAN CHARACTER: SAN VICENTE BOULEVARD/THIRD STREET

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING NORTH TOWARD CSMC CAMPUS

FIGURE 18
VIEWS OF URBAN CHARACTER: THIRD STREET/GEORGE BURNS ROAD

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING EAST TOWARD CSMC CAMPUS

FIGURE 19
VIEWS OF URBAN CHARACTER: ROBERTSON BOULEVARD/GRACIE ALLEN DRIVE-ALDEN DRIVE

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING SOUTHEAST TOWARD CSMC CAMPUS

FIGURE 20
VIEWS OF URBAN CHARACTER: BEVERLY BOULEVARD/ROBERTSON BOULEVARD

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING SOUTHWEST TOWARD CSMC CAMPUS

FIGURE 21
VIEWS OF URBAN CHARACTER: BEVERLY BOULEVARD/SAN VICENTE BOULEVARD

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING WEST TOWARD CSMC CAMPUS

FIGURE 22
VIEWS OF URBAN CHARACTER: SAN VICENTE BOULEVARD/GRACIE ALLEN DRIVE

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING NORTHWEST TOWARD PROJECT SITE

FIGURE 23
VIEWS OF PROJECT SITE: SOUTHEAST CORNER OF GEORGE BURNS ROAD/GRACIE ALLEN DRIVE

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING SOUTHWEST TOWARD PROJECT SITE

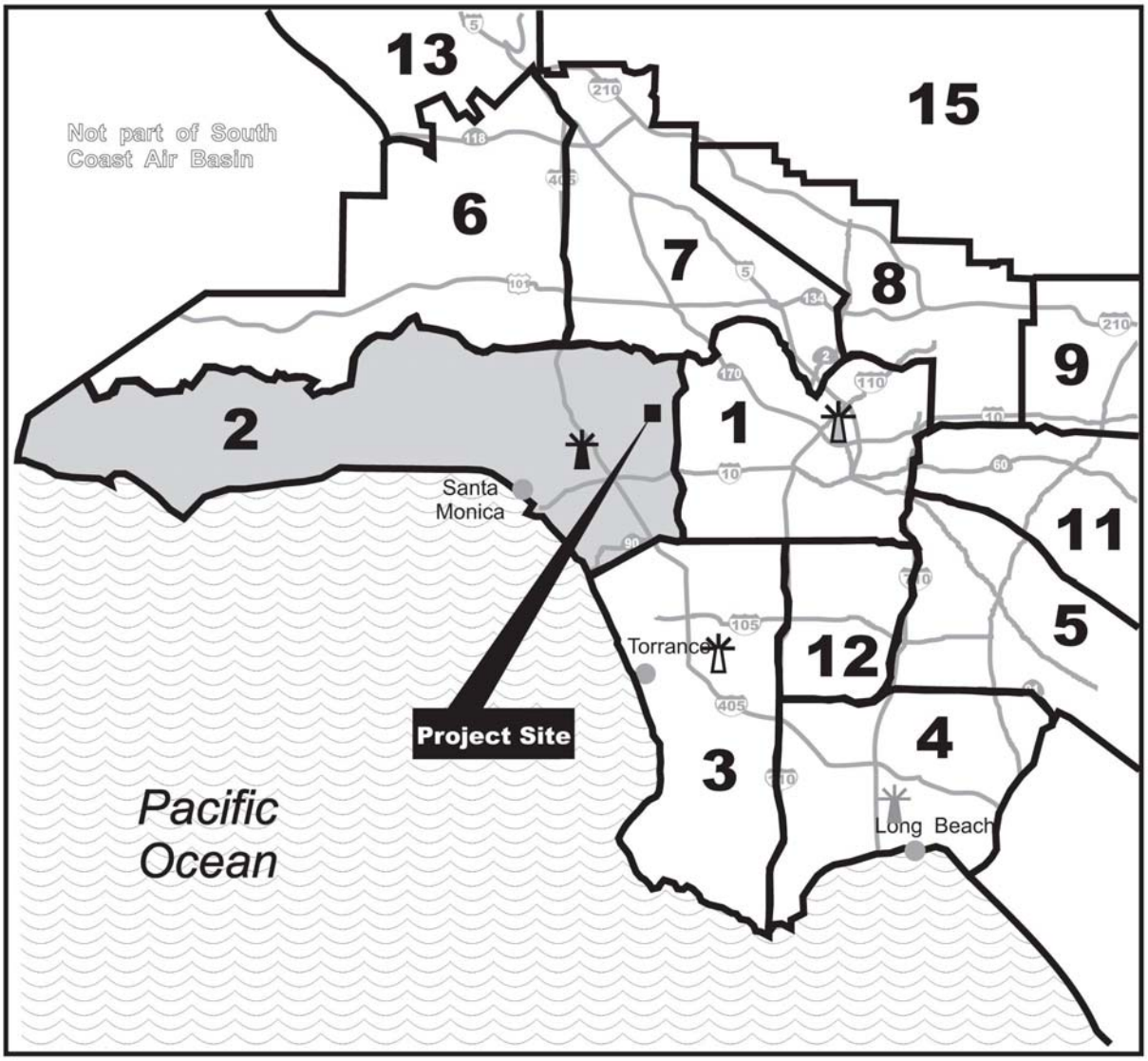
FIGURE 24
VIEWS OF PROJECT SITE: SOUTH OF BEVERLY BOULEVARD ON GEORGE BURNS ROAD

SOURCE: PLANNING ASSOCIATES, INC.

LOOKING NORTHEAST TOWARD PROJECT SITE

FIGURE 25
VIEWS OF PROJECT SITE: EAST OF ROBERTSON BOULEVARD ON GRACIE ALLEN DRIVE

SOURCE: PLANNING ASSOCIATES, INC.



LEGEND: West Los Angeles Monitoring Station Los Angeles Monitoring Station

Air Monitoring Areas in Los Angeles County:

1. Central Los Angeles
2. Northwest Coastal (West LA)
3. Southwest Coastal (Hawthorne)
4. South Coastal (Long Beach)
5. Southeast Los Angeles County
6. West San Fernando Valley
7. East San Fernando Valley
8. West San Gabriel Valley
9. East San Gabriel Valley
10. Pomona/Walnut Valley
11. South San Gabriel Valley
12. South Central Los Angeles
13. Santa Clarita Valley
14. Antelope Valley
15. San Gabriel Mountains

SOURCE: South Coast Air Quality Management District Air Monitoring Areas Map, 1989

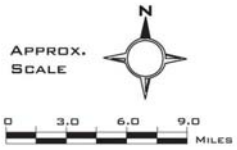
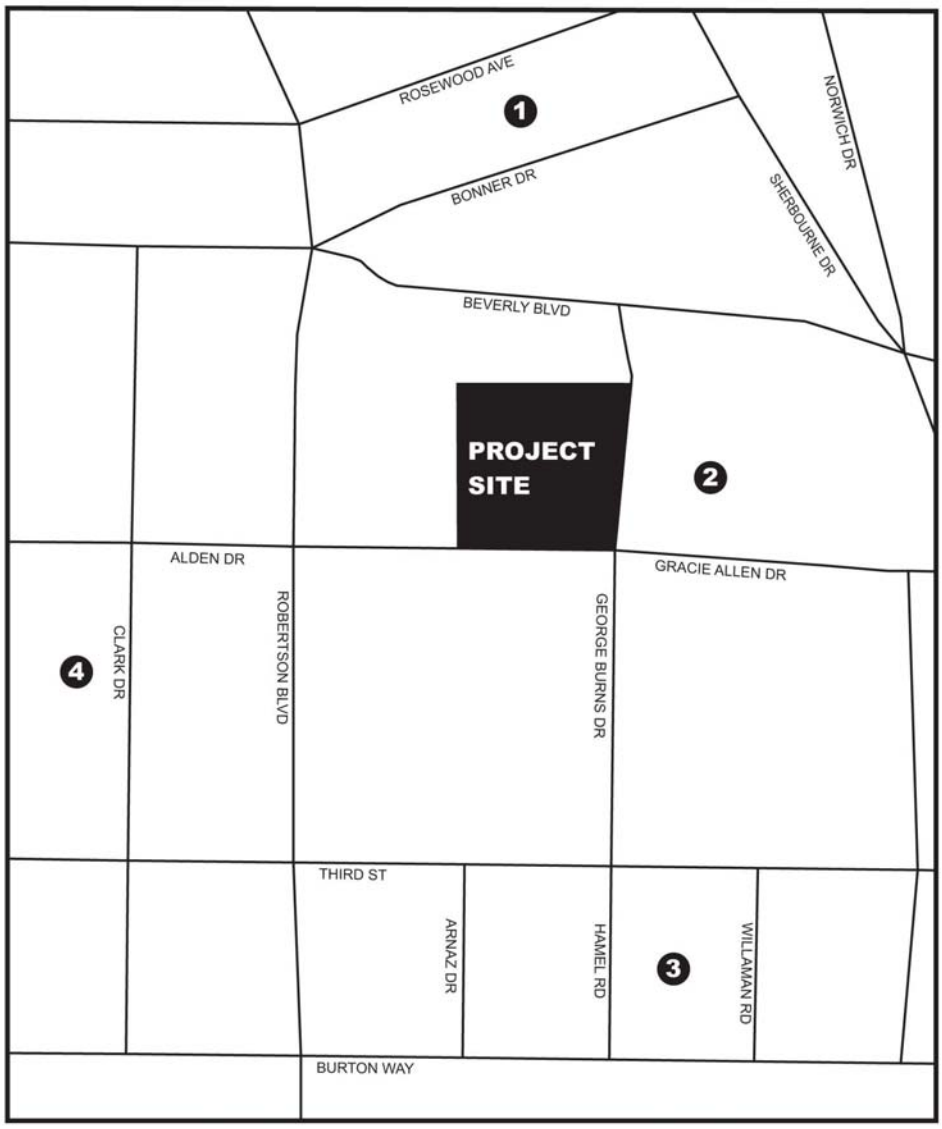


FIGURE 26
AIR MONITORING AREAS



LEGEND: Project Site

Sensitive Receptor Locations

1. Single-Family Homes
2. Medical Offices
3. Multi-Family Homes
4. Multi-Family Homes

SOURCE: South Coast Air Quality Management District Air Monitoring Areas Map, 1989

N

FIGURE 27
SENSITIVE AIR QUALITY RECEPTORS

SOURCE: TERRY A. HAYES AND ASSOCIATES

NORTH

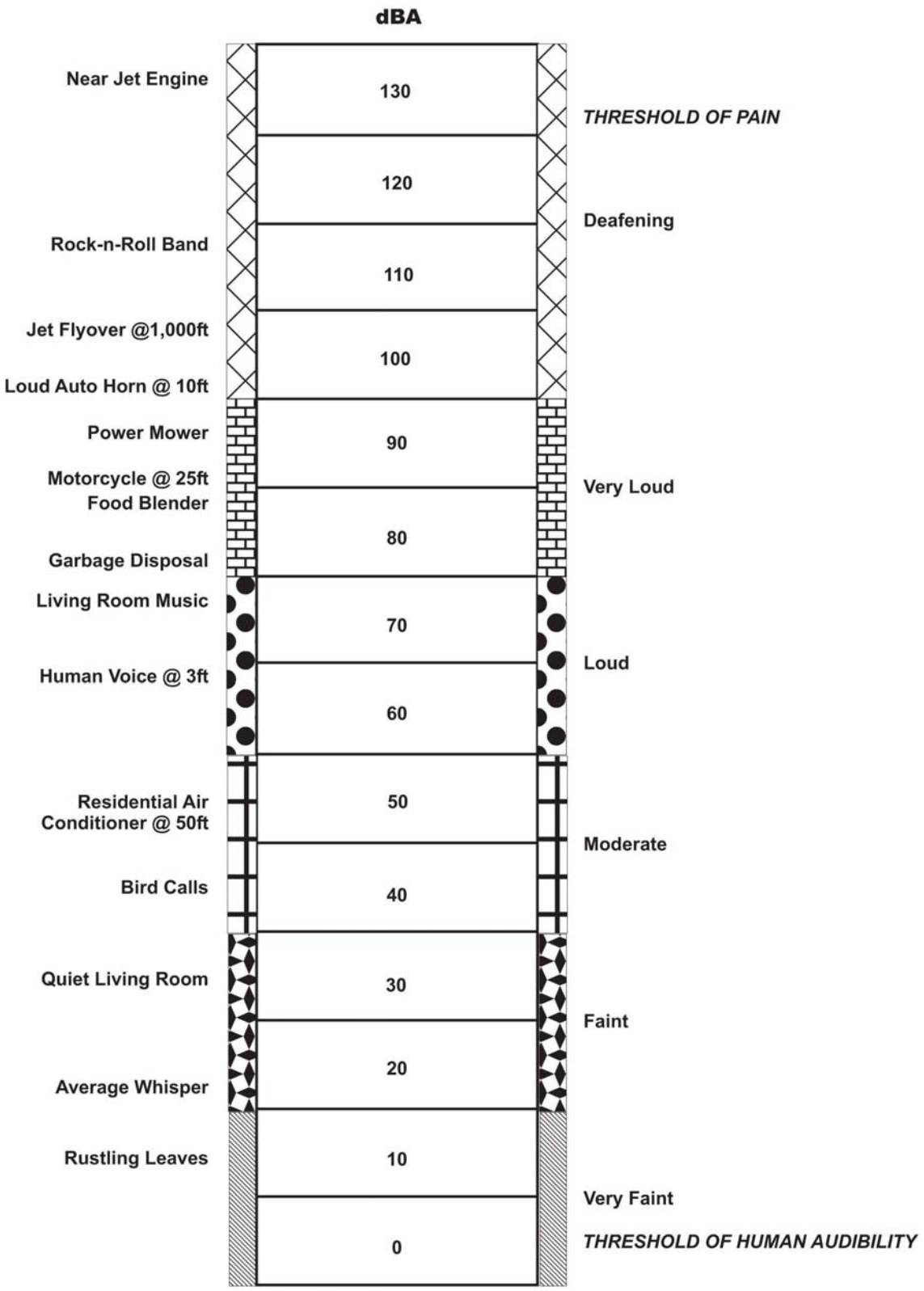
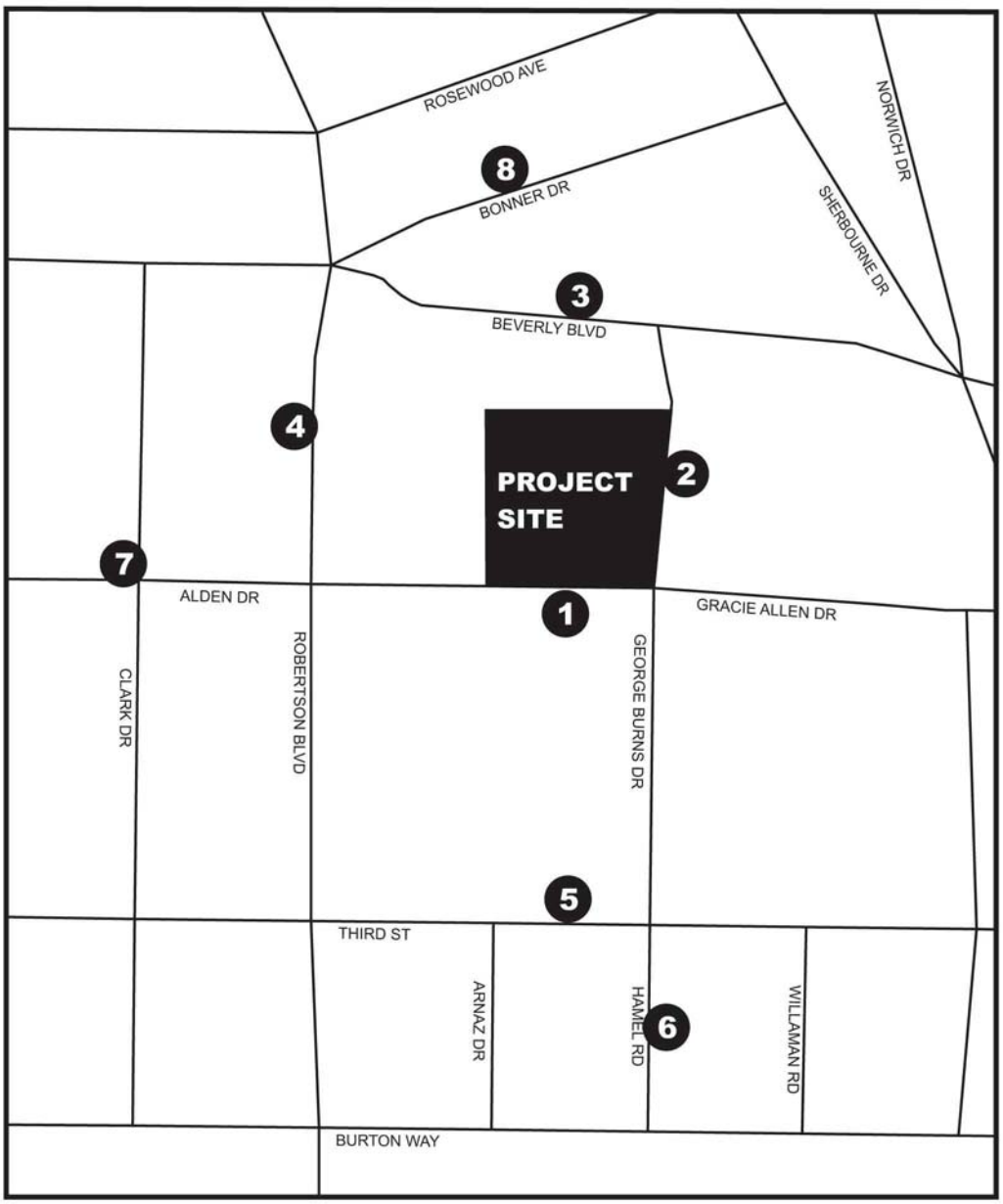


FIGURE 28
A-WEIGHTED NOISE LEVELS

SOURCE: COWAN, JAMES P.,
HANDBOOK OF ENVIRONMENTAL ACOUSTICS



LEGEND: Project Site

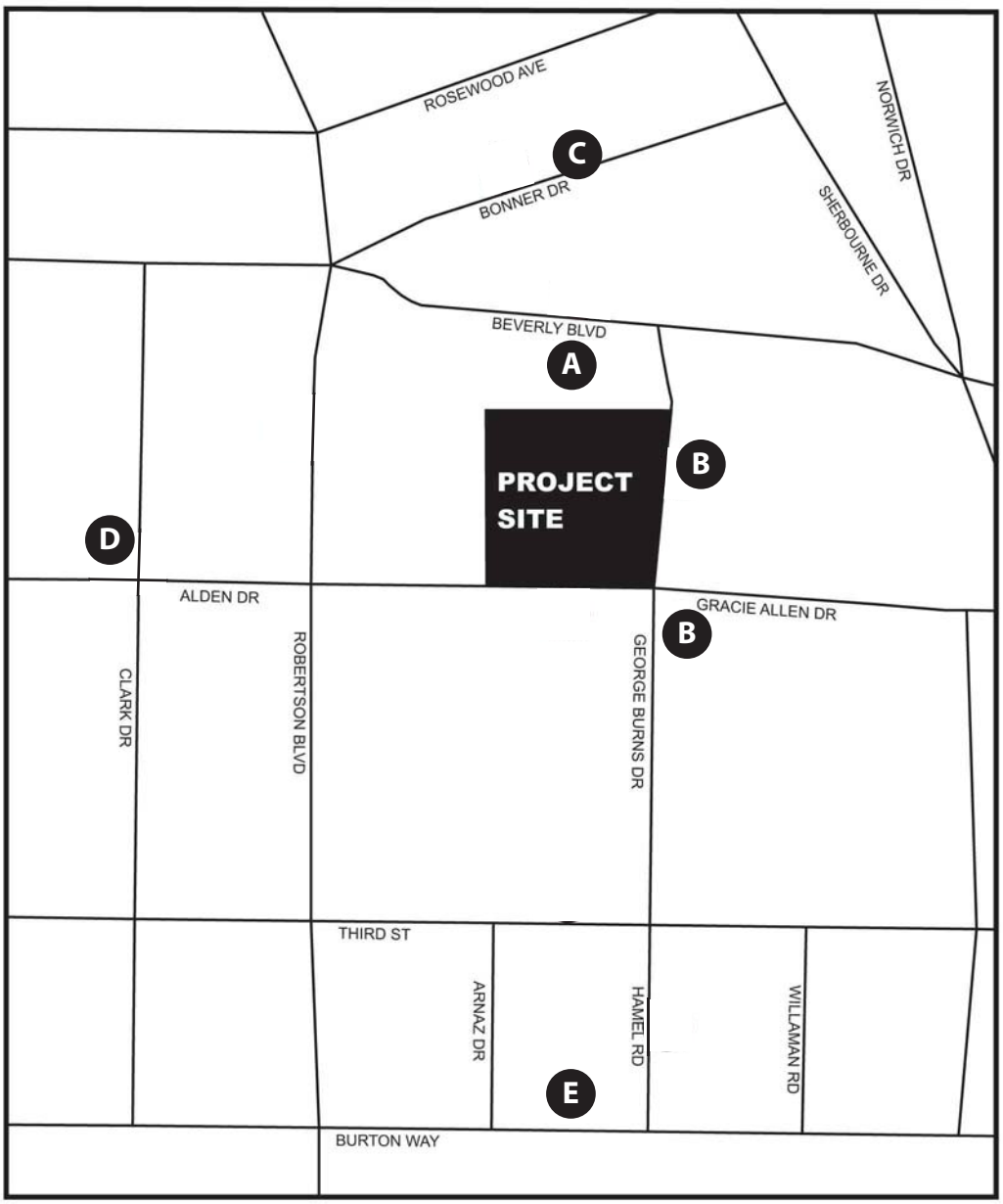
Noise Monitoring Locations

1. South of Project Site
2. Cedar-Sinai Medical Towers
3. Medical Offices
4. Commercial Uses
5. Commercial Uses
6. Multi-Family Residences
7. Multi-Family Residences
8. Single-family Residences

FIGURE 29
NOISE MONITORING POSITIONS

SOURCE: TERRY A. HAYES AND ASSOCIATES

NORTH



LEGEND: Project Site

Noise Sensitive Receptor Locations

A Medical office building located adjacent and to the north of the Project Site
B Cedars-Sinai Medical Office Towers (including the hospital) located approximately 50 feet east and southeast of the Project Site
C Single-family residences located along Bonner Drive approximately 400 feet north of the Project Site
D Multi-family residences located along Clark Drive approximately 475 feet west of the Project Site
E Multi-family residences located along Burton Way approximately 975 feet south of the Project Site

FIGURE 30
SENSITIVE RECEPTOR LOCATIONS

SOURCE: TERRY A. HAYES AND ASSOCIATES

NORTH

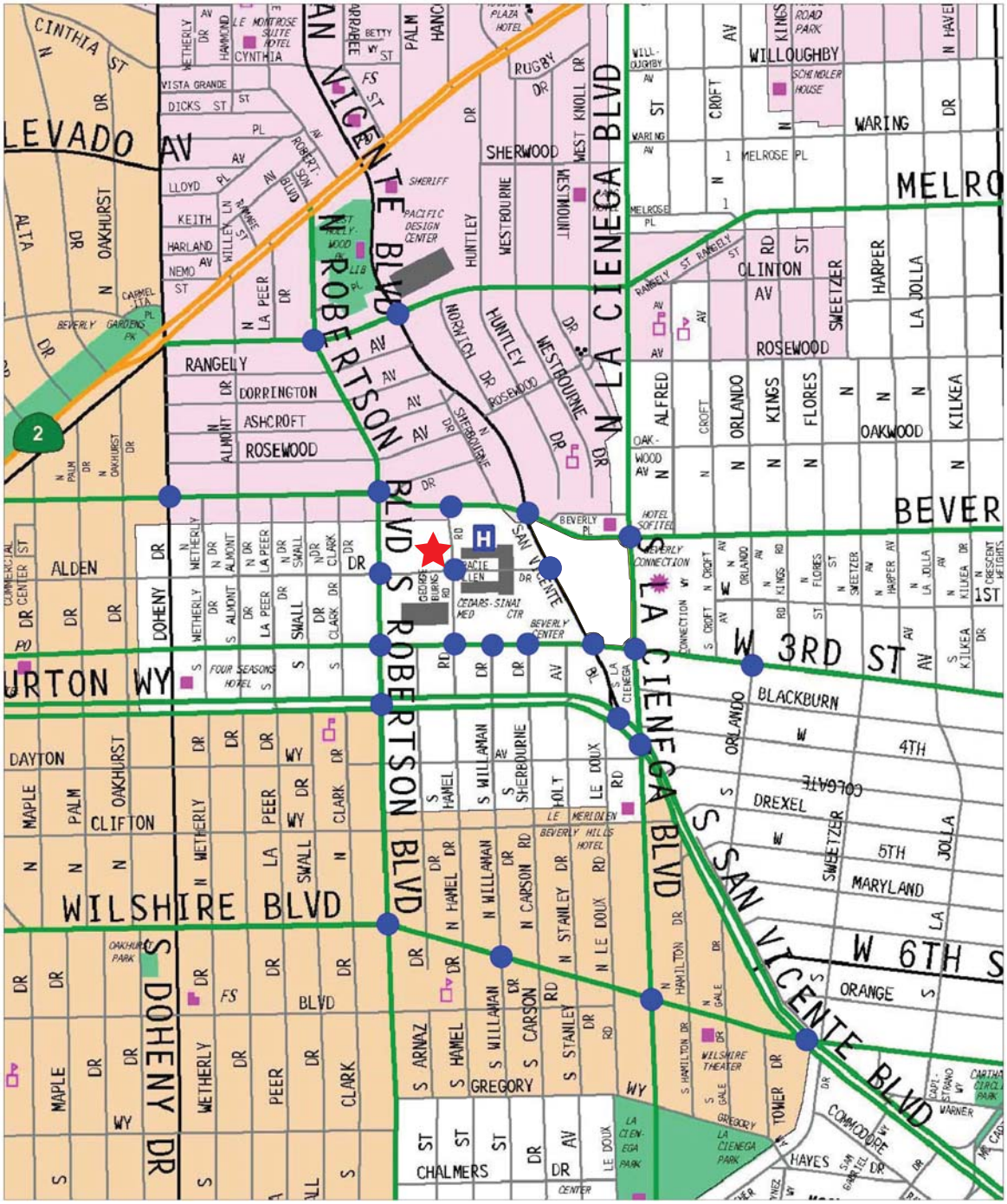


FIGURE 31
STUDY INTERSECTION MAP

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

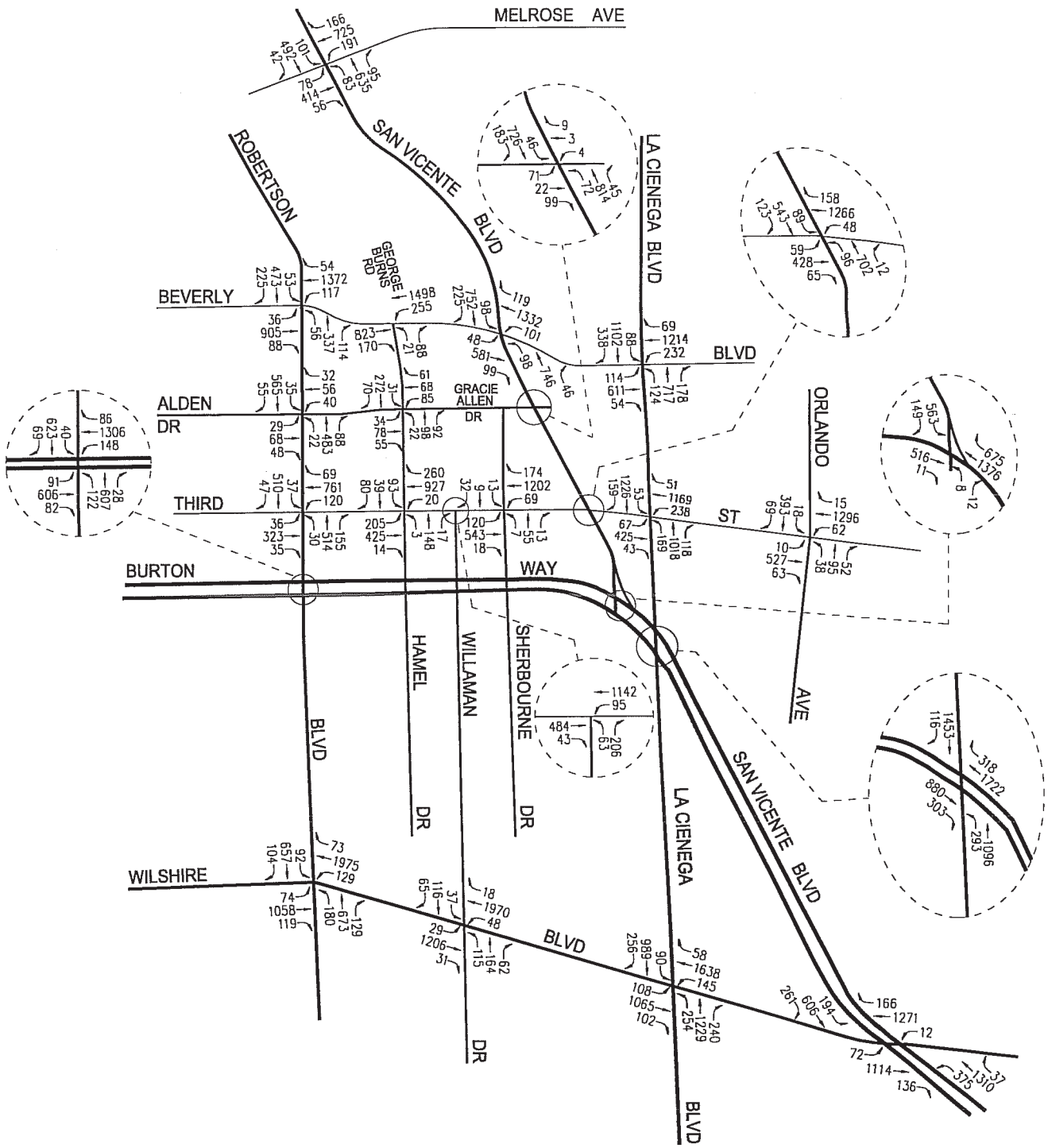


FIGURE 32

EXISTING TRAFFIC VOLUMES - A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

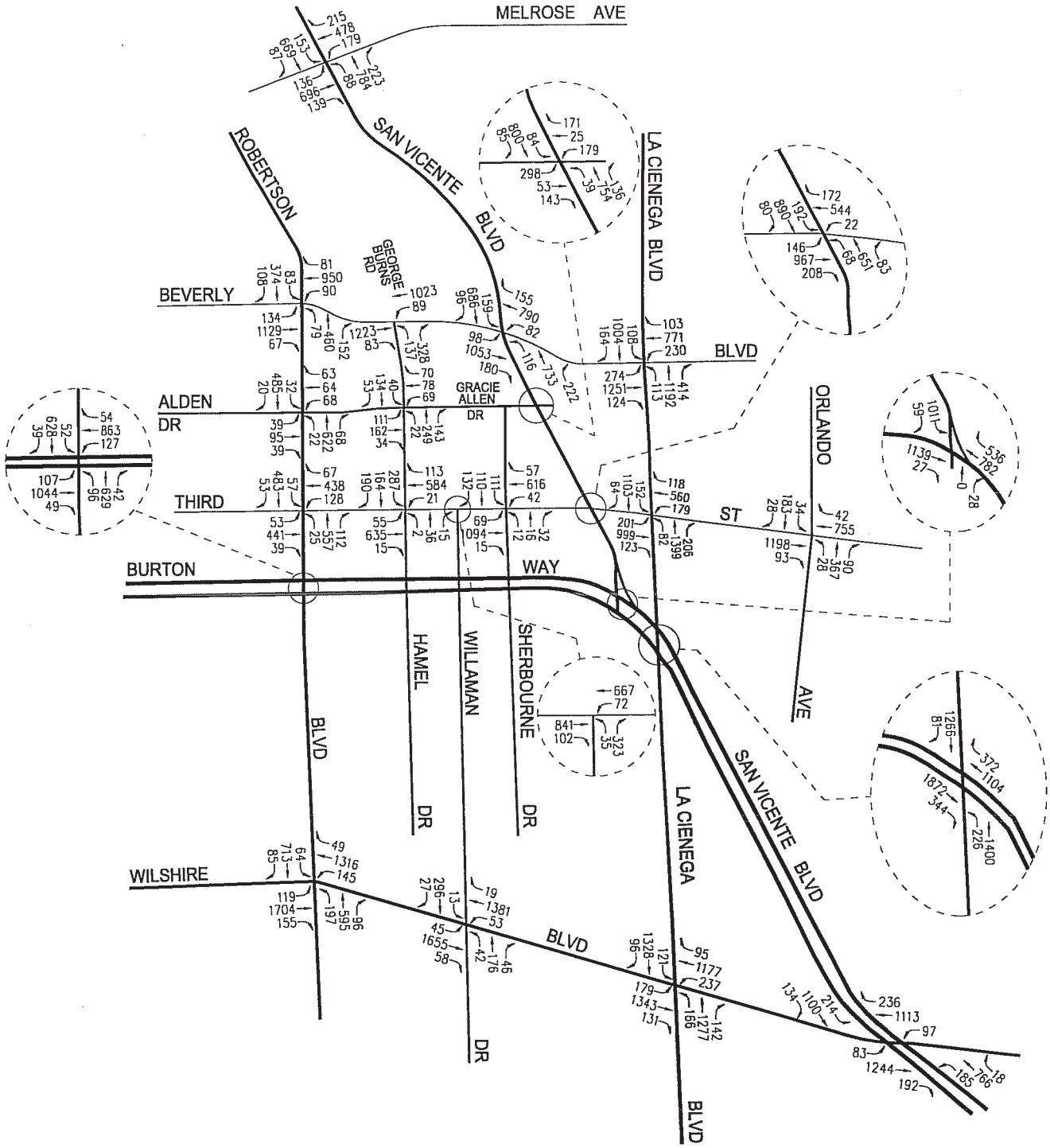
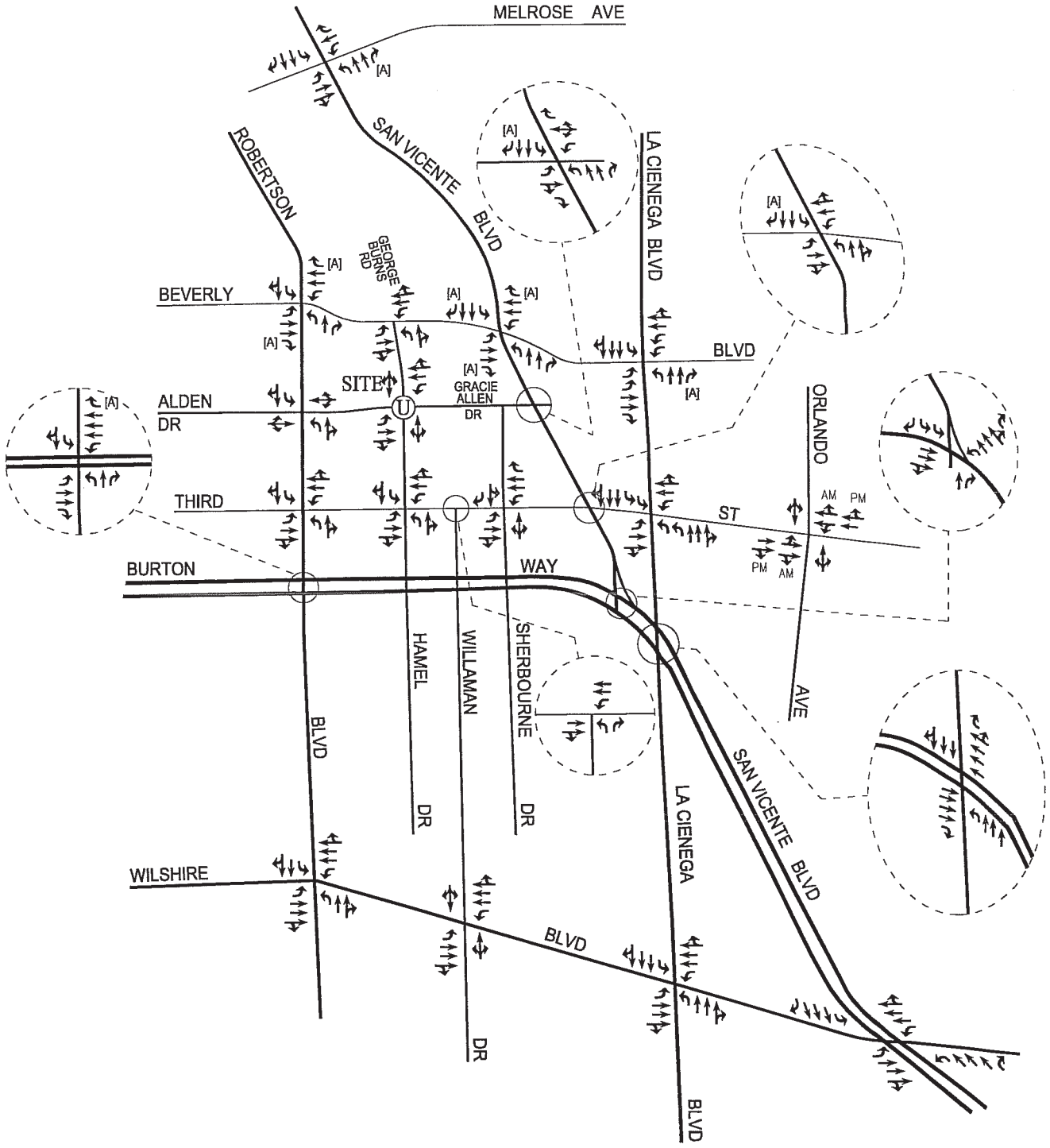


FIGURE 33

EXISTING TRAFFIC VOLUMES - P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH



U UNSIGNALIZED INTERSECTIONS
[A] FUNCTIONAL RIGHT-TURN ONLY LANE

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

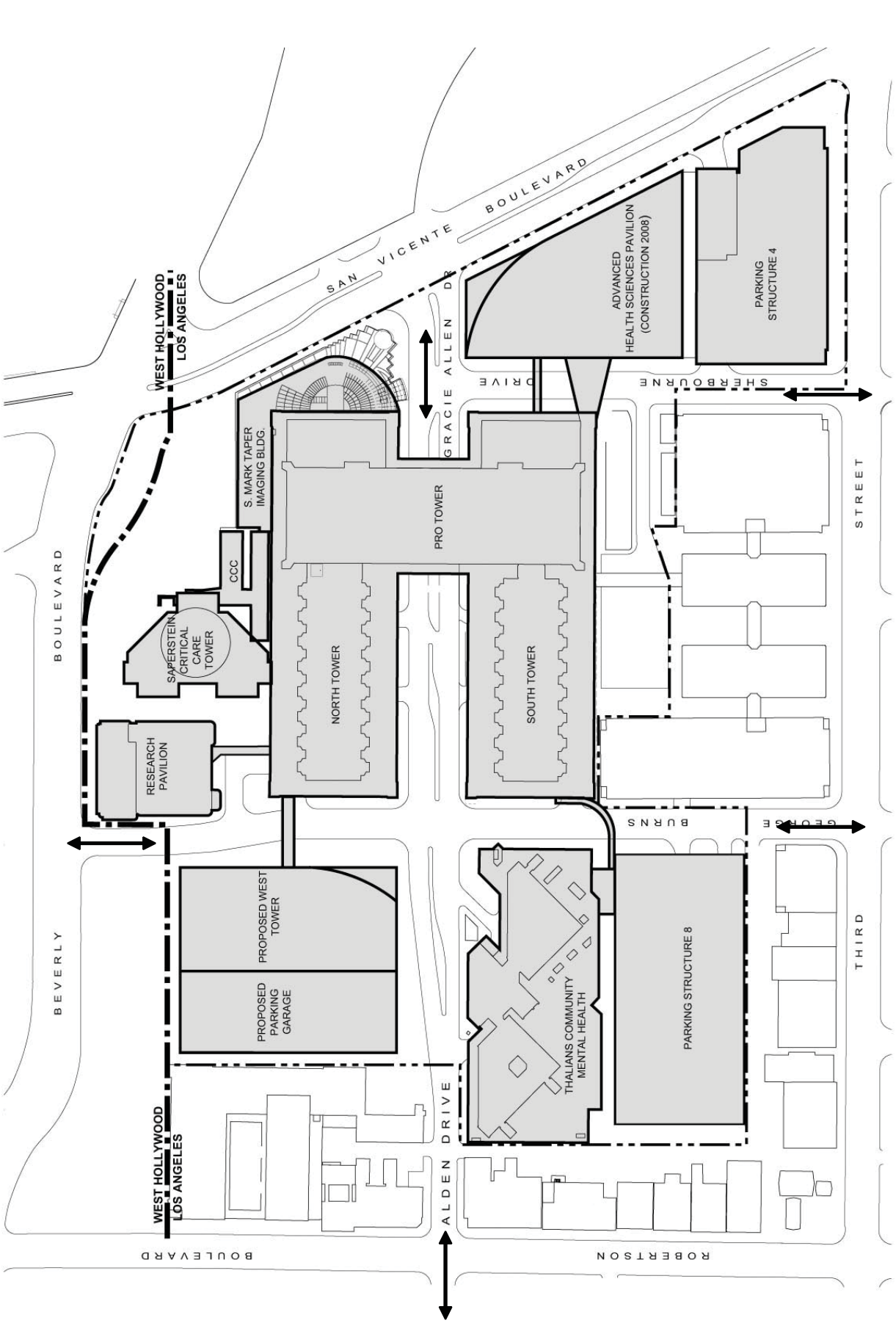


FIGURE 35
CSMC CAMPUS ACCESS

SOURCE: HOK

FIGURE 36
EXISTING PUBLIC TRANSIT ROUTES
SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

NORTH

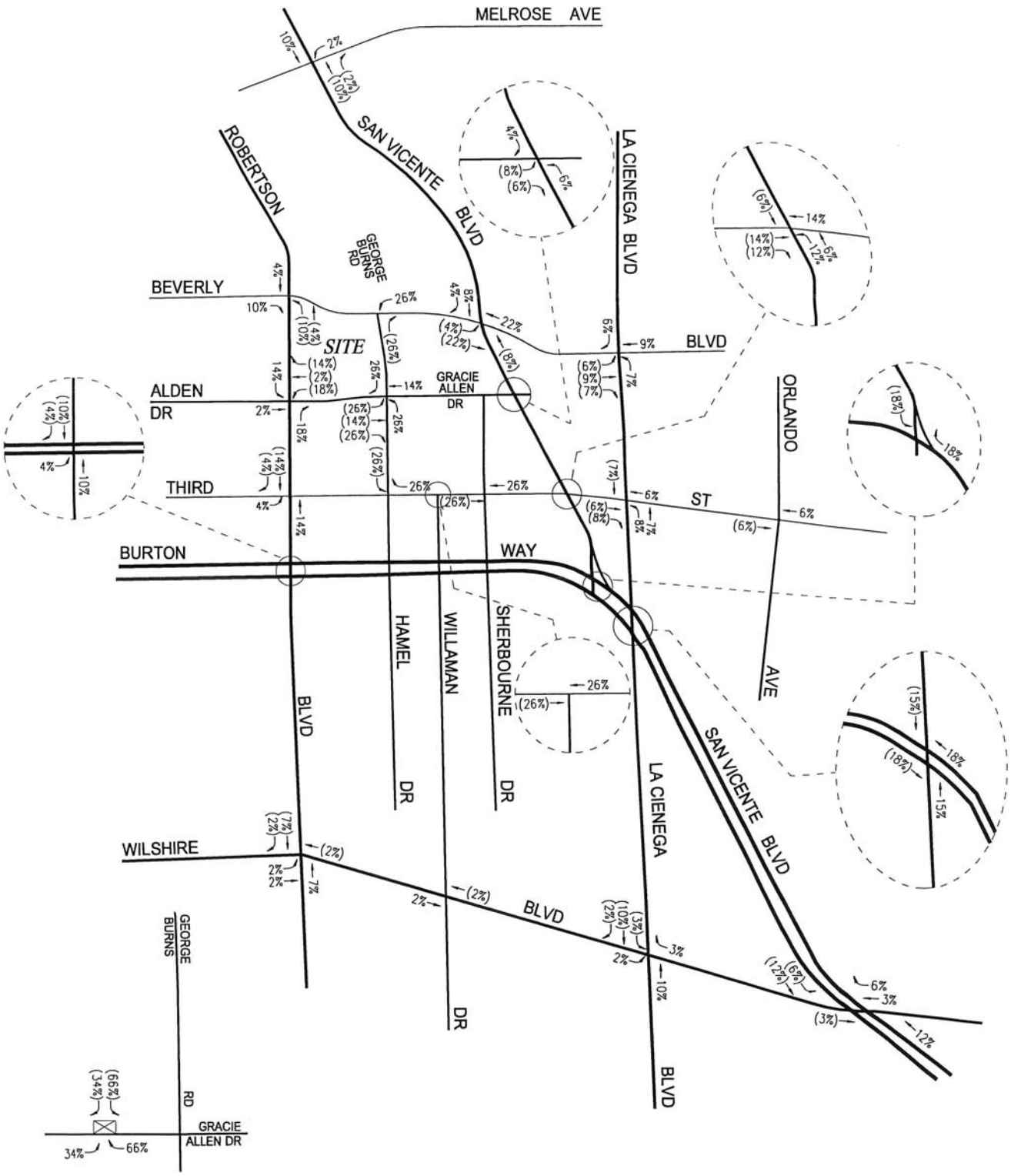


FIGURE 37
PROJECT TRIP DISTRIBUTION

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

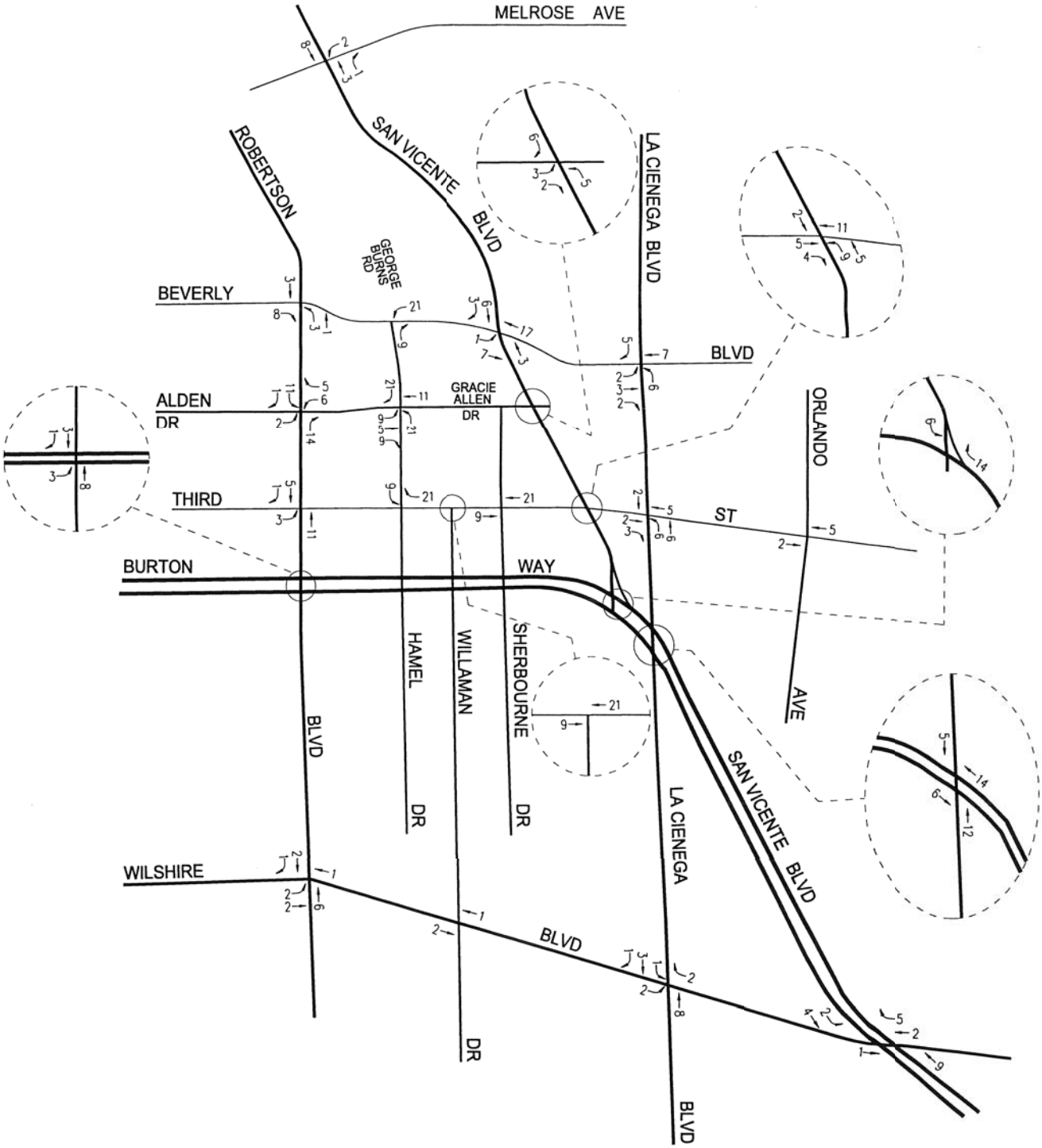


FIGURE 38
A.M. PEAK HOUR PROJECT TRAFFIC VOLUMES
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

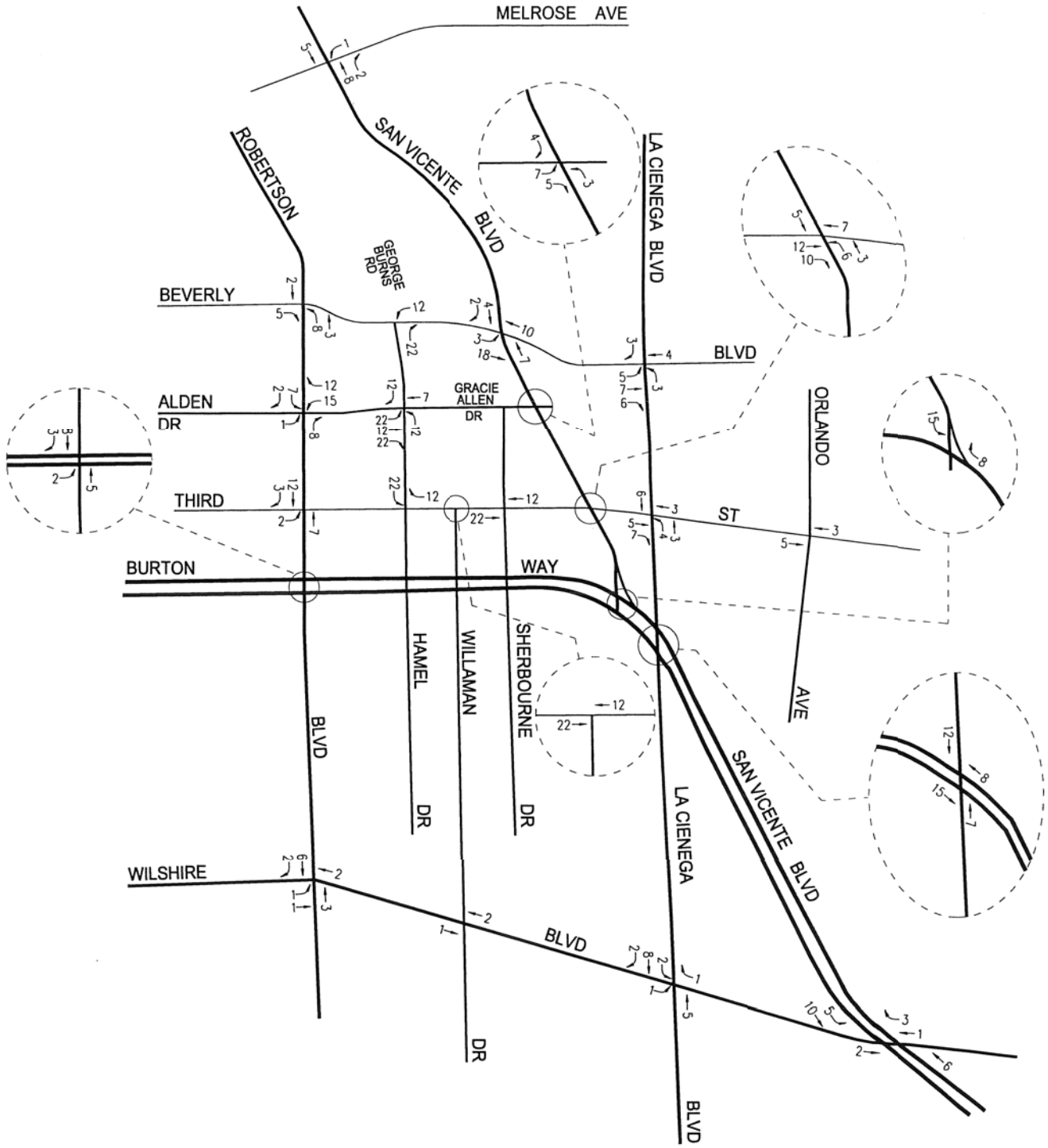


FIGURE 39
P.M. PEAK HOUR PROJECT TRAFFIC VOLUMES
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

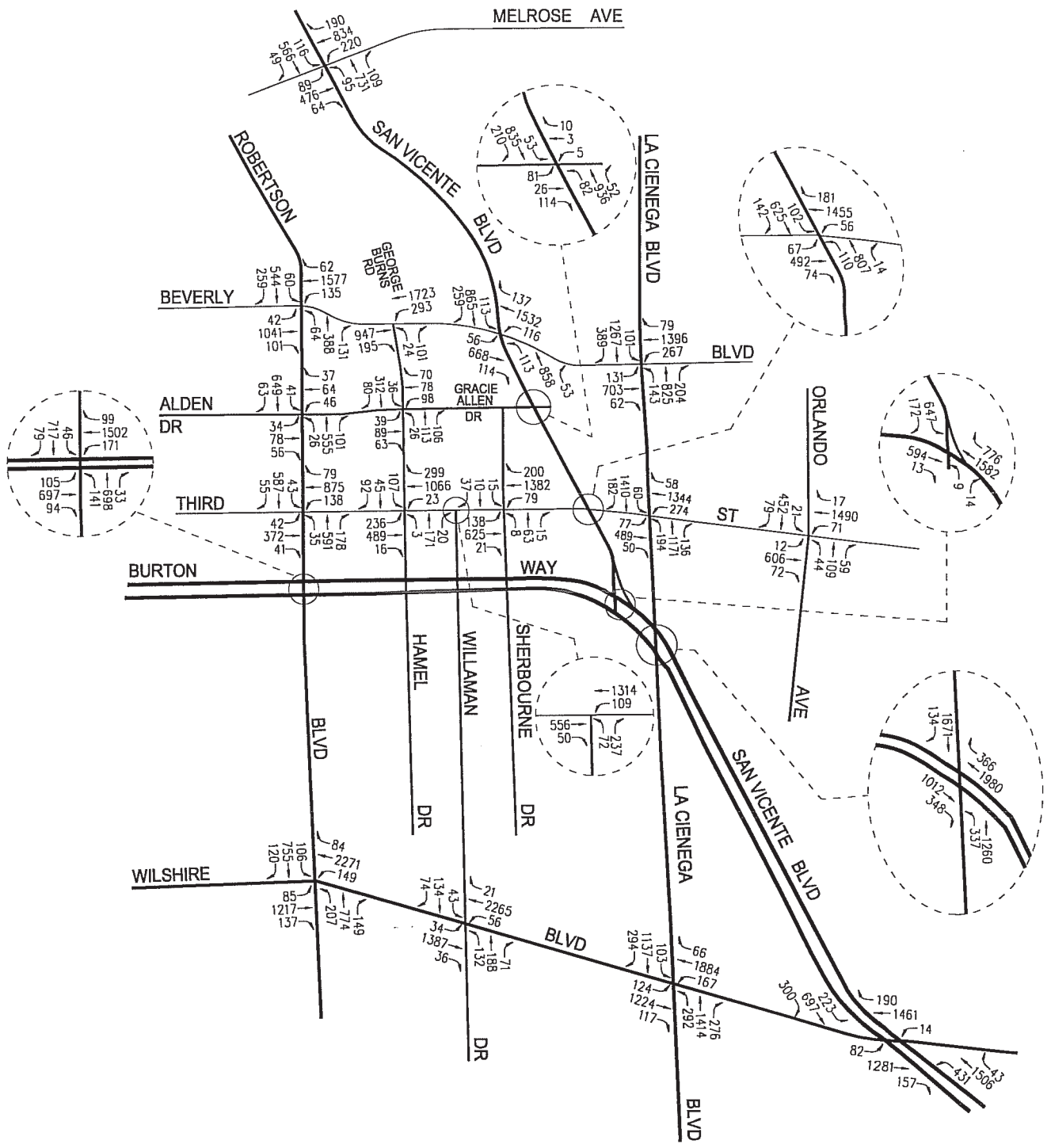


FIGURE 40
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

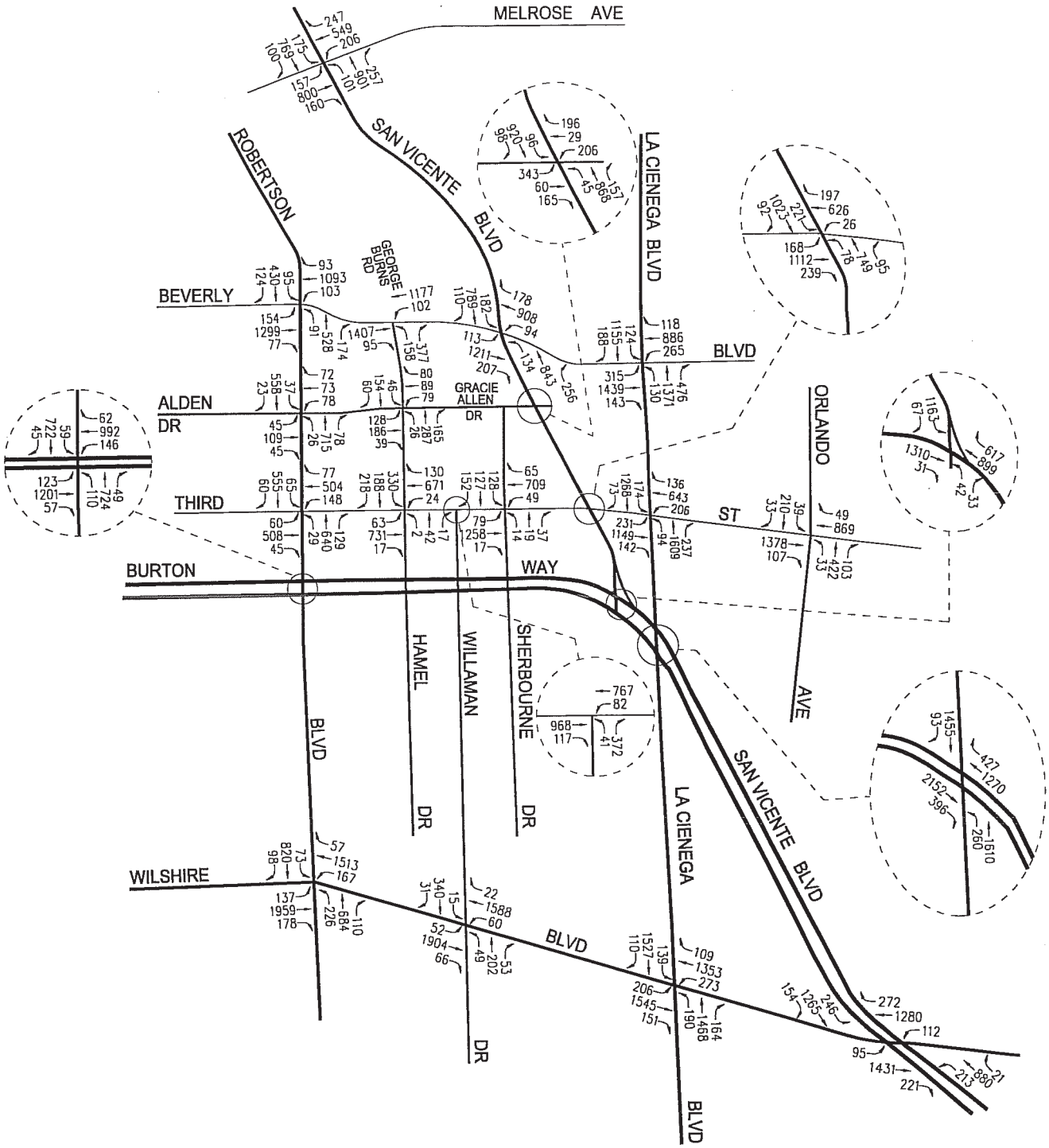


FIGURE 41
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES FOR P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

FIGURE 42
LOCATION OF RELATED PROJECTS

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

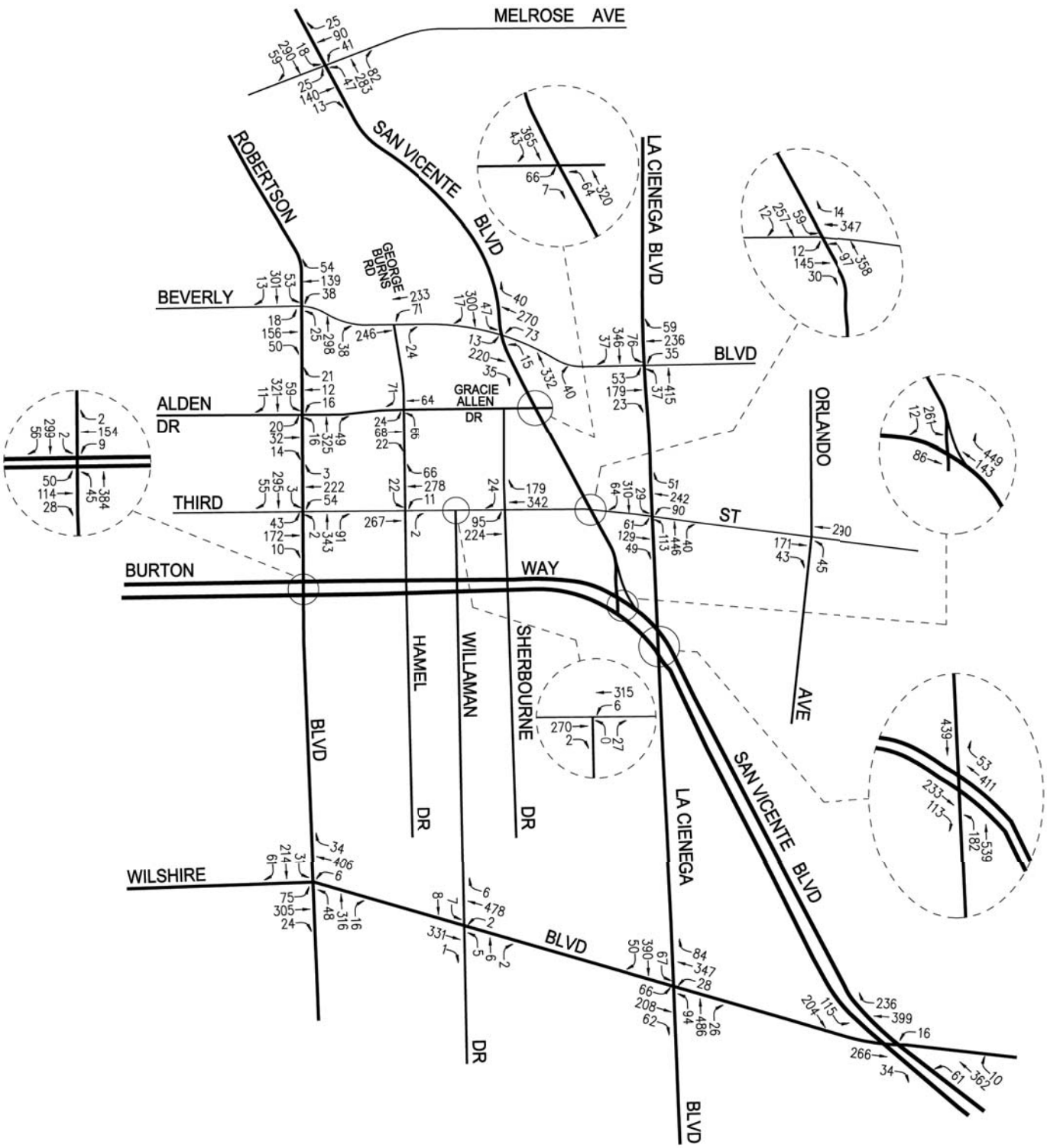


FIGURE 43
RELATED PROJECTS TRAFFIC VOLUME FOR A.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

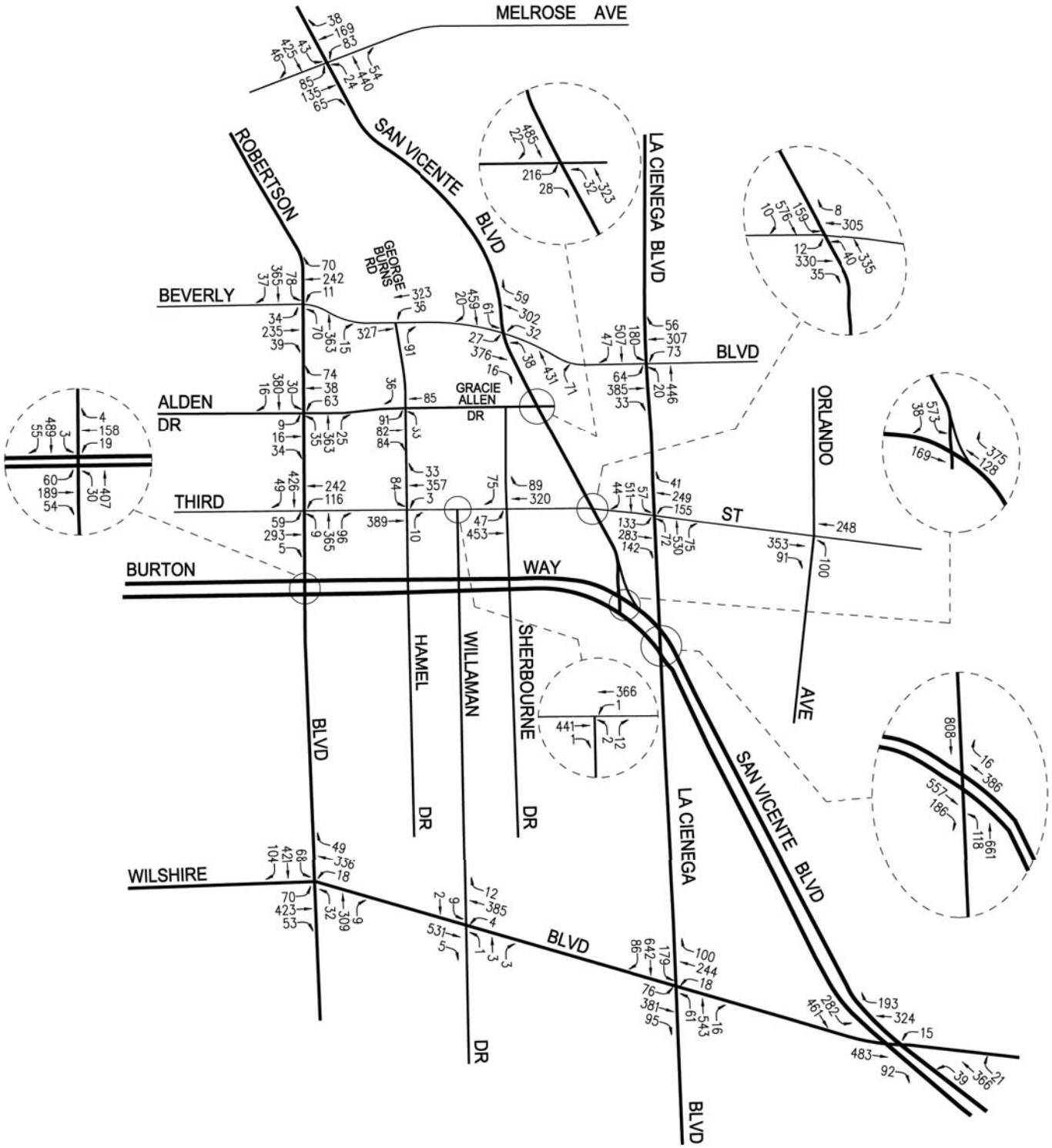


FIGURE 44
RELATED PROJECTS TRAFFIC VOLUME FOR P.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

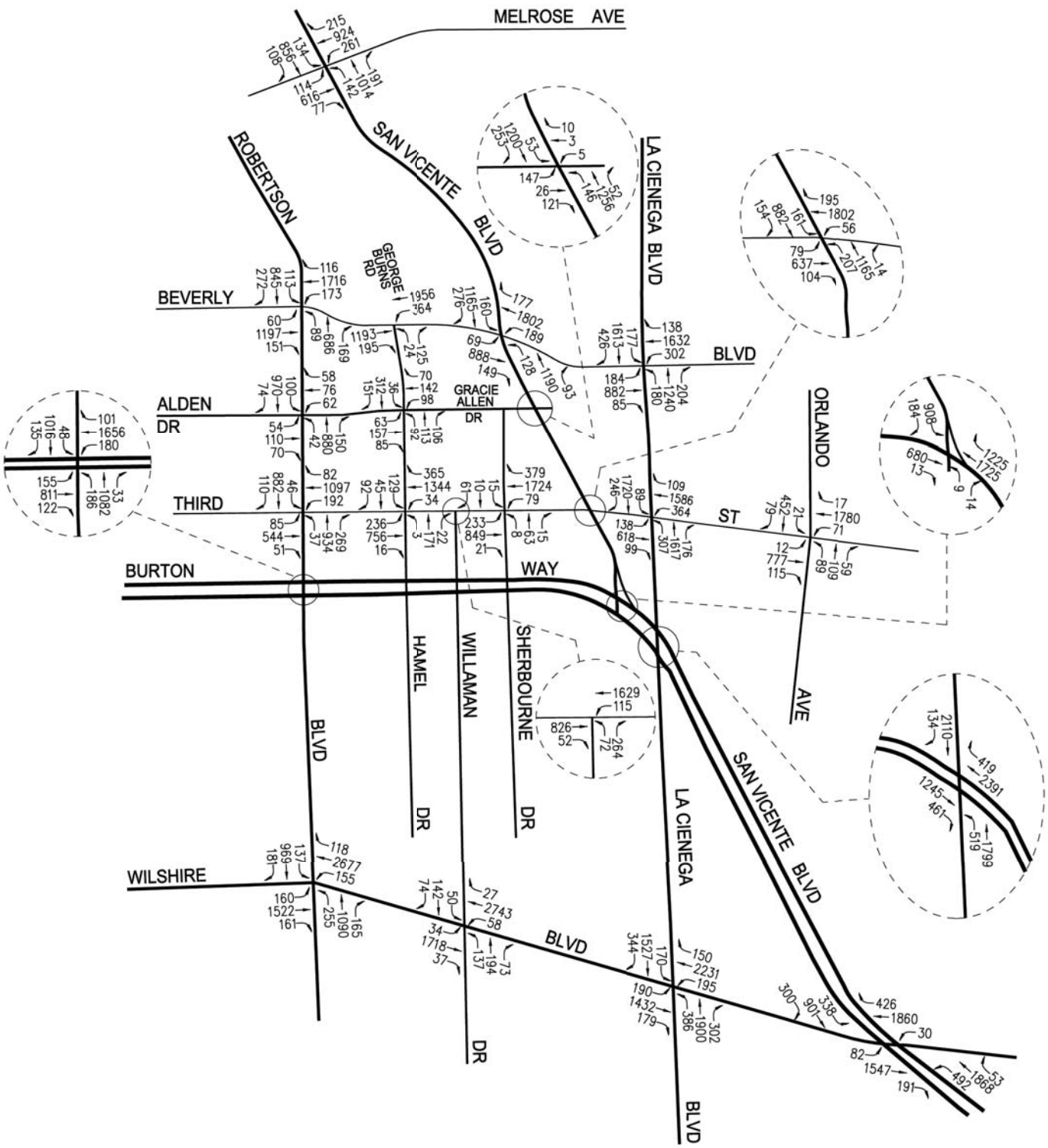


FIGURE 45
FUTURE PRE-PROJECT TRAFFIC VOLUMES FOR A.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

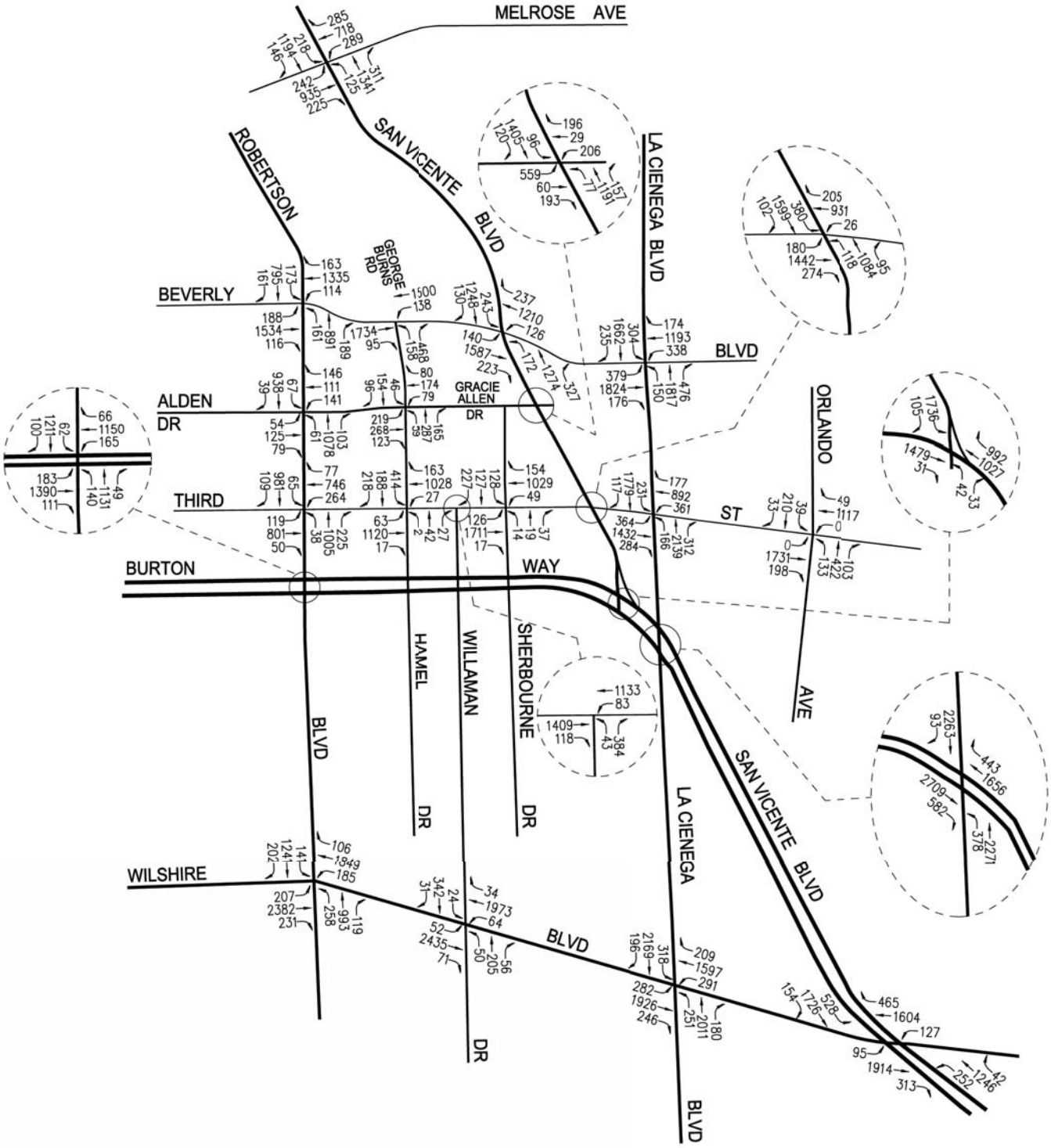
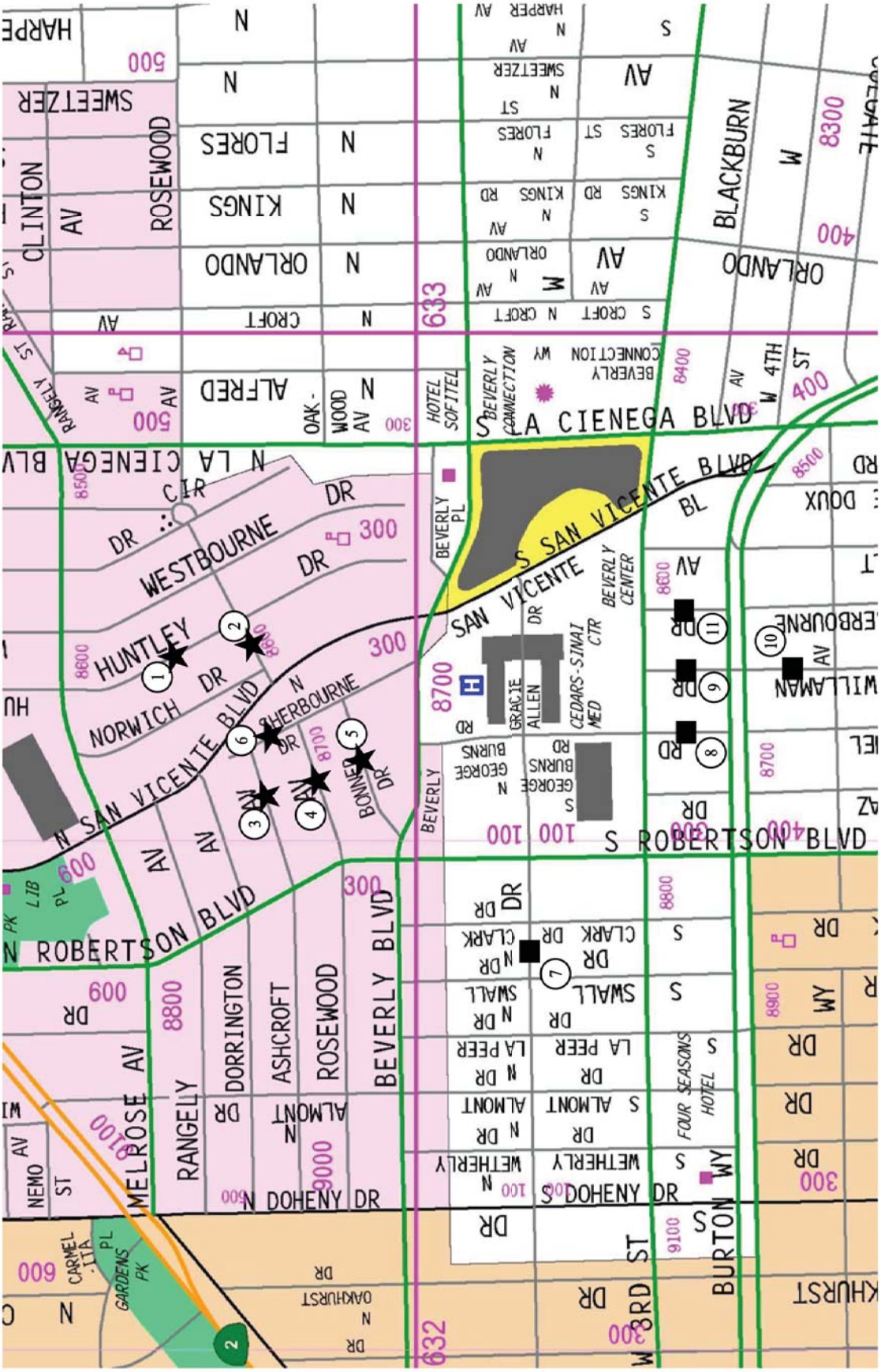


FIGURE 46
FUTURE PRE-PROJECT TRAFFIC VOLUMES FOR P.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS



GREENWICH PLACE TIS STUDY LOCATION

NEW STUDY LOCATION

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

FIGURE 47
RESIDENTIAL STREET SEGMENT LOCATIONS