

**PROJECT PERMIT COMPLIANCE / SPECIFIC PLAN EXCEPTION / SITE PLAN
REVIEW FINDINGS
HPMC Building Project
1318 N. Lyman Place
Los Angeles, CA 90027**

PROJECT OVERVIEW/REQUEST

As a part of the Hollywood Presbyterian Medical Center (HPMC) campus, the Applicant, CHA Health Systems, Inc., is seeking to construct three levels of medical office and clinic uses, containing 95,995 square feet of floor area (the “Project”), on top of an existing parking structure approved in Case DIR-2015-309-SPPA-SPA (the “Previous Project”).

The Applicant is requesting approval of the following actions:

- **PROJECT PERMIT COMPLIANCE REVIEW** approval, pursuant to the provisions of LAMC Section 11.5.7.C, to allow the Project located within the geographic boundaries of the Vermont/Western Station Neighborhood Area Plan (“SNAP” or “Specific Plan”) to proceed.
- **SPECIFIC PLAN EXCEPTION** approval, pursuant to the provisions of LAMC Section 11.5.7.F, to permit an exception from the provisions of Section 9.E.5(c) regarding the maintenance of existing parking, allowing spaces in the existing parking structure allocated for parking required by Section 9.E.4 for the neighboring HPMC hospital campus to be used for the new medical office and clinic uses.
- **SITE PLAN REVIEW** approval, pursuant to the provisions of LAMC Section 16.05 F, to allow the construction of 50,000 gross square feet or more of nonresidential floor area.

FINDINGS FOR PROJECT PERMIT COMPLIANCE

A. Pursuant to LAMC Section 11.5.7.C.2, the Director of Planning shall grant a Project Permit Compliance upon written findings that the project satisfies each of the following applicable regulations, findings, standards and provisions of the specific plan:

1. That the project, as conditionally approved, is consistent with the goals, policies, and objectives of the Hollywood Community Plan and conforms to the intent and purposes of the Vermont/Western TOD Station Neighborhood Area Plan (“SNAP”).

The Project would add three levels containing 95,955 square feet of space on top of an existing parking structure that was found, in the Previous Project, to be consistent with goals, policies, and objectives of the Hollywood Community Plan and to conform to the intent and purposes of the SNAP.

The purposes of the SNAP when adopted in 2001 include the following:

E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space, and the economic and social well-being of area residents.

O. Support the hospital core near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents, give local businesses expanded markets, and provide a coherent architectural presence at that corner.

The Project, which has been designed to meet the development standards and design guidelines set forth by the SNAP, supports the hospital core by providing additional medical office and clinic facilities adjacent to the existing HPMC campus, including an executive check-up and diagnostic center and various specialty clinics. Therefore, the Project is consistent with the purposes of the SNAP identified above.

B. That the project, as conditionally approved, conforms to the provisions contained in Section 6 (Land Use Regulations) and Section 9 (Subarea C-Community Center) of the Ordinance.

1. Use

Section 9.A of the SNAP states that Hospital and Medical Uses permitted in the C4 Commercial Zone are allowed by right within Subarea C of the Specific Plan area. The Project includes medical office and clinic uses, both of which are permitted in Subarea C. Therefore, the Project complies with Section 9.A of the Specific Plan.

2. Height and Floor Area

Section 9.B.3(a) of the SNAP states that Hospital and Medical Use buildings shall not exceed a maximum building height of 100 feet and a maximum floor area ratio (FAR) of 3:1. The Project would construct three additional floors on an existing parking garage, resulting in a maximum height of 94 feet, 4 inches, which is less than the maximum height specified in the Specific Plan. The Project's new construction will contain 95,995 square feet of floor area, resulting in an FAR of approximately 2.18:1. Therefore, the project complies with Section 9.B of the Specific Plan.

3. Transitional Height

Section 9.C of the SNAP states that portions of buildings on a lot located within Subarea C shall not exceed the specified transitional height limits set forth when located within specified distances of a lot located within Subarea A. The Specific Plan specifies that the transitional Height limits only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street. The Project site does not abut any lots in Subarea A. Therefore, Section 9.D of the Specific Plan does not apply.

4. **Usable Open Space**

Section 9.D of the SNAP states that projects constituting mixed-use or residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G.2 of the Los Angeles Municipal Code. The Project does involve the construction of medical office and clinic uses and does not constitute a mixed-use or residential project. Therefore, Section 9.D of the Specific Plan does not apply.

5. **Project Parking Requirements**

Although the SNAP includes medical offices and clinics within its definition of Hospital and Medical Uses at Section 4, the SNAP does not include specific parking requirements for medical offices and clinics in Section 9.E. Therefore, per Section 3.A of the SNAP, the provisions of the Los Angeles Municipal Code (LAMC) apply. Pursuant to LAMC 12.21 A.4(x)(3), required parking for medical office and clinic uses within a State Enterprise Zone is two spaces per 1000 square feet of floor area. The Project is located within the Los Angeles State Enterprise Zone per Zoning Information No. 2374, and is therefore eligible for this parking ratio. The base amount of required parking for the Project, which will add 95,995 square feet of floor area, would therefore be 192 spaces.

Pursuant to Section 6.M of the SNAP, total parking may be reduced by 15% for projects within 1,500 feet of a Metro Red Line subway. As the Project site is located within 1,500 feet of the Vermont/Sunset station, this reduction applies to the Project. The total number of required automobile parking spaces is therefore 164 spaces.

Table 1. Required Automobile Parking Spaces

| | |
|-------------------------------|------------|
| Base Required Parking | 192 |
| 15% Reduction | -28 |
| Total Required Parking | 164 |

Section 9.E.4(i) of the SNAP requires that Hospital and Medical Uses provide a minimum of one and a maximum of two parking spaces for each patient bed for which the hospital is licensed, and a maximum of two parking spaces for each patient bed for which the hospital is licensed. The Specific Plan further stipulates that a maximum of 50 percent of the required hospital parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided. The 562 parking spaces within the existing garage at the Project site are presently dedicated toward the parking required for the HPMC hospital campus as detailed in Case No. DIR-2016-3207-SPP-SPR, which approved an acute care services replacement building that is currently under construction. After the completion of the acute care building, total required parking for the HPMC

campus will be a minimum of 1,156 spaces and a maximum of 1,591 spaces, and the total parking on and off-campus, including the existing garage on the Project site, will be 1,346 spaces, as shown on attached sheet A0.01 of the plans accepted for LADBS Building Permit # 18016-10000-26596 and stamped on October 12, 2018.

Parking for the Project would be provided by modifying the current parking covenant to permit the exclusive use by the Project of 164 of the 562 spaces within the existing garage on the Project site. Reducing the total parking spaces available to the remainder of the HPMC campus by 164 spaces will result in a total of 1,162 spaces available, which remains consistent with the parking required by Section 9.E.4(i) of the SNAP. However, since the main HPMC campus was previously approved for a total of 1,346 spaces, use by the Project of any parking previously assigned to the campus will technically be out of compliance with Section 9.E.5(c) of the Specific Plan, which requires parking spaces used by an existing main building to be maintained without reduction. Therefore, the applicant is requesting a Specific Plan Exception for Section 9.E.5(c) to permit reduction of the existing parking assigned to the HPMC campus to 1,162 spaces, within the range permitted under section 9.E. 4(i) of the Specific Plan, in order to allow 164 spaces in the existing parking garage to be used for the Project. Upon approval, the Project will be in compliance with this requirement.

Table 2. HPMC Campus Parking

| | Existing Spaces | Spaces With Project |
|-----------------------------|------------------------|----------------------------|
| Main Campus Structure | 708 | 708 |
| Main Campus Surface Lots | 33 | 33 |
| Off-Site Surface Lots | 43 | 23 |
| Off-Site – 1318 Lyman Place | 562 | 398 |
| Total | 1,346 | 1,162 |

Bicycles. Section 9.E.2 of the SNAP also states that one bicycle parking space must be provided for every 1,000 square feet of non-residential floor area for the first 10,000 square feet, and that one bicycle parking space is required for every additional increment of 10,000 square feet of floor area. The Project proposes to construct 95,995 square feet of floor area for medical office and clinic uses, which requires a minimum of 19 bicycle parking spaces. In addition to the 21 existing bicycle parking spaces on the ground floor of the existing parking garage, which will be maintained without alteration, the Project will also provide 20 new bicycle parking spaces distributed between the three new levels for a total of 41 bicycle parking spaces. Therefore, the Project complies with section 9.E of the Specific Plan.

6. Conversion Requirements

Section 9.F of the SNAP sets forth requirements pertaining to conversion of existing structures from commercial uses to residential uses. The proposed Project involves the construction of new medical office and clinic uses on top of an existing parking garage and does not involve the conversion of commercial uses to residential uses. Therefore, Section 9.F of the Specific Plan does not apply.

7. Pedestrian Throughways

Section 9.G of the SNAP requires a pedestrian walkway, throughway, or path for every 250 feet of street frontage for a project. The Previous Project, Case No. DIR-2015-309-SPPA-SPP, approved a Project Permit Adjustment for a pedestrian path through the parking garage with reduced horizontal and vertical clearance and found that this adjustment would not substantially alter the intent of the Specific Plan regulation. This existing pedestrian path will not be altered by the Project. Therefore, the Project complies with Section 9.G of the Specific Plan.

8. Yards

Section 9.H of the SNAP specifies that no front, side or back yard setbacks are required for the development of any commercial or residential project within Subarea C. As a result, the Project complies with the standards in Section 9.H of the Specific Plan.

9. Development Standards

Section 9.I of the SNAP requires that all projects be in substantial conformance with the following , Development Standards and Design Guidelines contained in the Vermont/Western SNAP, including specific Development Standards for Hospitals and Medical Centers:

Development Standards for Projects in Subarea C

A. Landscape Plan

The Development Standards requires that all areas be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. Additionally, it requires that all open areas including building setbacks, pedestrian amenities, and all areas not used for buildings, driveways, parking or recreational amenities, be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains or any practical combination.

The Previous Project, in Case No. DIR-2015-309-SPPA-SPP, was found to be in compliance with this standard. The Project would maintain the landscape features of the Previous Project without alteration. As such, the Project is in compliance with this standard.

B. Streetscape Elements

The Development Standards require the incorporation of the following streetscape elements for any project located along Vermont Avenue, Virgil Avenue, and Hollywood Boulevard. As the Project is adjacent to Virgil Avenue, it complies with the following Development Standards:

1. *Street Trees*

This Development Standard requires that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The Previous Project was found to be in compliance with this standard, and the Project would maintain the streetscape features of the Previous Project. As such, the Project is in compliance with this standard.

2. *Tree Well Covers*

This Development Standard requires that four-foot by eight-foot, cast iron or decomposed granite tree well covers be provided for each new street tree associated with the proposed Project. The Previous Project was in compliance with this standard, and the Project would maintain the streetscape features of the Previous Project. As such, the Project is in compliance with this standard.

3. *Bike Racks*

This Development Standard requires that one bike rack be placed for every 100 feet of street frontage along Vermont Avenue and Sunset Boulevard. The Project does not front Vermont Avenue or Sunset Boulevard. As a result, this Development Standard does not apply.

4. *Trash Receptacle*

This Development Standard requires that one trash receptacle be provided in the public right of way for every 300 linear feet of public street frontage. The Previous Project was in compliance with this standard, and the Project would maintain the streetscape features of the Previous Project. As such, the Project is in compliance with this standard.

5. *Public Benches*

This Development Standard requires that one public bench be provided in the public right of way for every 250 linear feet of frontage along any public street. The Previous Project was in compliance with this standard, and the Project would maintain the streetscape features of the Previous Project. As such, the Project is in compliance with this standard.

C. Pedestrian/Vehicular Circulation

The Development Standards require the incorporation of certain features to avoid pedestrian/vehicular conflicts for projects on major commercial streets. As the Project is adjacent to Virgil Avenue, it complies with the following Development Standards:

1. *Surface Parking Lot Location*

The Development Standards indicate that surface parking is not permitted within 50 feet of Sunset Boulevard, Hollywood Boulevard, Virgil Avenue, or Vermont Avenue unless the lot is behind a building. The Project does not include any surface parking lots. Therefore, the Project complies with this standard.

2. *Curb Cuts*

This Development Standard requires that any access from Sunset Boulevard or Vermont Avenue be limited to one curb cut for 150 feet of street frontage, unless the access is for an Emergency Department access. The Project does not provide access from Sunset Boulevard or Vermont Avenue. As a result, this Development Standard does not apply.

3. *Pedestrian Entrance*

This Development Standard requires that all projects, including parking structures, with frontage on Sunset Boulevard or Vermont Avenue provide a pedestrian entrance at the front of the building. As the Virgil Avenue Parking Structure Project does not front Sunset Boulevard or Vermont Avenue, this standard does not apply. However, the Previous Project provided two pedestrian entrances, one along Lyman Place and one along De Longpre Avenue, that are accented with architectural elements, and the Project would maintain the existing entrances. As such, the Project is in compliance with this standard.

4. *Design of Pedestrian Throughways.*

This Development Standard addresses the design characteristics of pedestrian throughways and their adjacent building facades. As previously noted, the Previous Project approved a Project Permit Adjustment for a pedestrian path through the parking garage with reduced horizontal and vertical clearance and found that this adjustment would not substantially alter the intent of the

Specific Plan regulation. The Revised Project would not alter the pedestrian access to and through the existing parking garage. As such, the Project is in compliance with this standard.

D. Utilities

This Development Standard requires that all utilities for new buildings be placed underground. The Previous Project was in compliance with this standard, and the Project would not substantially alter the existing structure's utility connections. As such, the Project is in compliance with this standard.

E. Building Design

1. *Setbacks*

This Development Standard requires that a five foot setback be provided as part of a Unified Hospital Development Site. The Project is not part of a Unified Hospital Development Site as defined in the SNAP and is not subject to this setback requirement. Therefore, this standard does not apply.

2. *Street Level Façade Relief*

This Development Standard requires that street level facades facilitate human scale and pedestrian orientation by articulating the façade to create visual relief. The Previous Project was found to be in compliance with this standard, and the Project would not alter the street level facades of the existing building. As such, the Project is in compliance with this standard.

3. *Articulation of the Building Mass*

This Development Standard requires that facades above the street level be articulated by incorporating changes in building materials to soften the effect of the building mass including using at least two types of complementary building materials, breaks in the plane of the building face and other design treatments. The Previous Project was found to be in compliance with this standard. The Project's design incorporates a number of features to reduce the visual mass of the building, complement the existing parking structure facades, and relate to the HPMC campus. The Lyman Place elevation would continue the solid element adjacent to the lobby up to the roof on the corner of Lyman Place and De Longpre Avenue, providing continuity of material and design and integrating the Project's new floors with the existing parking garage below. The De Longpre Avenue elevation includes a combination of vertical glazing elements and deep window wall frames to create shadow patterns. The Virgil Avenue elevation would be broken into three horizontal planes demarcating the floor levels with vertical glazing and window wall elements

which continue the design of the adjacent sides. As a result, the Project complies with this standard.

4. *Surface Mechanical Equipment*

This Development Standard requires that all surface or ground mounted mechanical equipment visible from a public street be screened from view and treated to be compatible with the materials and colors of the building. The Project does not include surface or ground mounted mechanical equipment. As a result, this standard does not apply.

5. *Heliports*

The Development Standard for heliports is not applicable, as the Project does not include a heliport.

F. Rooftop Appurtenances

1. *Flat Roofs*

This Development Standard requires that building equipment and ducts be screened from view from any public right-of-way or adjacent property. The proposed mechanical penthouse design of the Project will screen rooftop equipment from view from the street and adjacent properties. As such, the Project is in compliance with this standard.

2. *Pitched Roofs*

The Development Standard for pitched roofs is not applicable, as the structure does not include a pitched roof.

3. *Parapet Roofs*

This Development Standard requires that parapet roofs be utilized as equipment screens, and that any equipment which extends beyond the height of the parapet should have additional screening that is compatible with the exterior materials, design, and color of the building. The Project does not propose any rooftop mounted equipment between the roof edge and the screen wall in the center of roof that will screen all rooftop mounted equipment, and therefore it will not be necessary for the parapet roof to act as a screen. Therefore, the Project is in compliance with this standard.

G. Trash and Recycling Areas

This Development Standard requires that trash storage bins be located within a gated, covered enclosure constructed of materials compatible with the exterior wall materials of the building and that a separate area be provided for recyclable materials. The Previous Project was in compliance with this standard, and the Project would provide similar facilities to accommodate the additional uses. Trash and recycling receptacles will be provided by the elevators on each floor. Additionally, the Project will contain a room for trash and recycling storage with a separate area for recyclable materials, which will not be visible to the public. As such, the Project is in compliance with this standard.

H. Pavement

This Development Standard requires that paved area, excluding parking and driveway areas, shall include enhanced paving materials, such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The Previous Project was found to be in compliance with this standard, and the Project will not materially alter the project paving or other ground-floor features. As such, the Project is in compliance with this standard.

I. Freestanding Walls

The Development Standard for freestanding walls does not apply, as the Project does not include any freestanding walls.

J. Parking Structures-Required Additional 10 foot setback or Commercial Frontage.

This Development Standard requires that all parking structures fronting Sunset Boulevard or Vermont Avenue contain commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet or be set back an additional 10 feet from the property line than would otherwise be required by other provisions set forth in the guidelines. The Development Standard does not apply, as the Project does not front Sunset Boulevard or Vermont Avenue.

K. Parking Structures-Façade Treatments

This Development Standard requires that the exterior elevations of all parking structures be designed to match the style, materials, and color of the main building they service, such that there is no notable differentiation between the parking and non-parking structure. If the parking structure is not architecturally associated with any one building, the Development Standard requires that walls at ground level shall be screened by a landscaped buffer. The Previous Project was found to be in compliance with this standard. The Project would not alter these features of the existing parking structure, and the additional three floors would use similar colors and materials as the existing

parking garage to ensure that the building functions along with the other buildings on the HPMC campus as a unified whole. As such, the Project is in compliance with this standard.

L. Parking Structures Across from Residential Uses

This Development Standard specifies façade treatment, landscaping, lighting and materials of a parking structure that abuts or is directly across from any residential use or zone, unless such residential use is part of a unified hospital site or complex. The Previous Project was found to be in compliance with this standard, and the Project would not alter the ground-floor features of the existing parking structure or remove the required perimeter wall and landscape buffer. As such, the Project is in compliance with this standard.

M. Surface Parking Lots

As the Project does not propose any new surface parking lots, this Development Standard is not applicable.

N. Surface Parking Abutting Residential

As the Project does not propose any new surface parking lots, this Development Standard is not applicable.

O. On-Site Lighting

This Development Standard requires that the project include on-site lighting along all vehicular accessways and pedestrian walkways and that all on-site lighting comply with the following standards:

1. *Lighting Shielded*

Sources of illumination for the site shall be shielded from casting light higher than 15 degrees below the horizontal plane as measured from the light source and shall not cast light directly into any adjacent uses. The Previous Project was found to be in compliance with this standard, and the Project will maintain these features of the Previous Project. As such, the Project is in compliance with this standard.

2. *Light Mounting Height*

The maximum mounting height of light sources for ground level illumination for the project shall be 14 feet, measured from the finished grade of the area to be lit. The Previous Project included

light sources mounted at or below the maximum height of 14 feet, and the Project will not materially alter these features. As such, the Project is in compliance with this standard.

3. **Lamp Color**

In keeping with the Development Standards, the Previous Project included energy efficient LED lights which will mimic color corrected (“white”) high pressure sodium (HPS), color corrected fluorescent (2,700-3000 degrees K), metal halide, or incandescent lamps. Standard “peach” high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent were not used for ground level illumination. The Project will maintain these features. As such, the Project is in compliance with this standard.

P. **Security Devices**

This Development Standard requires security devices to be screened from public view, and encourages alternative methods including interior electronic security and fire alarm systems. The Previous Project included security devices that are not visible to the public, as well as indoor and outdoor lighting for security protection and fast operating bi-fold doors at each entry and exit point to prevent unauthorized entry. The Project will maintain these features. As such, the Project is in compliance with this standard.

Q. **Off-Site Directional Signage**

This Development Standard strongly encourages off-site directional signage that is integrated into the overall streetscape design. The Previous Project included signage on the corner of Virgil Avenue and De Longpre Avenue to provide directions to the HPMC Campus and a directional map in the lobby of the parking structure, in keeping with signage on the HPMC Campus that will provide directions to the parking structure. The Project will maintain this signage with additional reference to the new uses. Wall signage identifying the Project as a part of the HPMC campus, which will be similar to the wall signage on the existing parking garage, will also be provided as listed below:

| Sign Number | Sign Type | Location | Dimensions |
|-------------|--------------------------------------|---|----------------------------|
| 1 | Illuminated channel letter wall sign | West elevation of the new HPMC building | 33'-0" w x 3'-8½" h |
| 2 | Illuminated channel letter wall sign | East elevation of the new HPMC building | 23'-9 5/8" w x 2'-8 1/8" h |

As such, the Project is in compliance with this standard.

Development Standards for Hospitals and Medical Centers

Chapter VIII of the SNAP Design Guidelines provides additional Development Standards and Design Guidelines applicable to projects defined by as “Hospitals and Medical Centers”. As demonstrated below, the Project complies with these standards:

a) Street Level Façade

The SNAP Design Guidelines recognize that the usual design techniques for enlivening the pedestrian experience are not available to hospitals and a set of alternative design elements are identified that would generally enhance the pedestrian experience without compromising the safety and security of hospitals. These alternative design elements include improving access to any adjacent public amenities such as the Metro station portals and Barnsdall Park, providing streetscape improvements and emphasizing the human scale of the street level to balance the massing necessary for hospital buildings. The Project site is not located adjacent to a Metro portal, Barnsdall Park or other public amenity that the design of the Project could improve access to.

With regard to the streetscape on Virgil Avenue, Lyman Place and De Longpre Avenue, the Previous Project included streetscape improvements in order to facilitate an appropriate level of human scale for pedestrians and was found to be in compliance with the Development Standards. The Project would maintain the streetscape features of the Previous Project. As such, the Project is in compliance with this standard.

b) Architecturally Articulated

The SNAP Design Guidelines address the architectural articulation of new hospital buildings. The Previous Project took into consideration the need to use architectural design elements to soften the scale of the building and blend with the surroundings above the street level by utilizing several different, but compatible materials. The Project’s design continues the Previous Project’s articulation and incorporates a number of features to reduce the visual mass of the building, complement the existing parking structure facades, and relate to the HPMC campus. The Lyman Place elevation would continue the solid element adjacent to the lobby up to the roof on the corner of Lyman Place and De Longpre Avenue, providing continuity of material and design and integrating the Project’s new floors with the existing parking garage below. The De Longpre Avenue elevation includes a combination of vertical glazing elements and deep window wall frames to create shadow patterns. The Virgil Avenue elevation would be broken into three horizontal planes demarcating the floor levels with vertical glazing and window wall elements which continue the design of the adjacent sides. As a result, the Project complies with this standard.

c) Collaborative

The SNAP Design Guidelines for Hospital and Medical Centers call for a coordinated approach to create an architectural identity for the three hospitals that make up the hospital core as defined in the SNAP. The scale, materials and colors of the Project will be designed to complement the existing parking structure, the future acute care services replacement buildings approved by Case No. DIR-2016-3207-SPP-SPR and currently under construction. Together, these buildings will contribute to a unified architectural identity for the HPMC campus. As a result, the design of the Project complies with the guidelines for collaborative design of the adjacent hospital campuses.

d) Context

The SNAP Design Guidelines for Hospital and Medical Centers identify Barnsdall Park and the two subway portals in front of the Kaiser Permanente building as the two civic functions located next to the existing hospitals in the SNAP and call for new hospital buildings to facilitate public access to these civic features. The Project is not located immediately adjacent to Barnsdall Park or these two subway portals, and for this reason there is limited potential to facilitate public access to these civic features through the design of the Project. Therefore, this standard does not apply to the Project.

FINDINGS FOR SPECIFIC PLAN EXCEPTION

A. Pursuant to LAMC Section 16.05 F, the Area Planning Commission shall grant approval of Site Plan Review upon written findings that the project satisfies each of the standards:

1. That the strict application of the regulations of the specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.

The stated purposes of the Specific Plan, adopted in 2001, include:

O. Support the hospital core near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents, give local businesses expanded markets, and provide a coherent architectural presence at that corner.

P. Support the ability of local hospitals to respond successfully to the new requirements in The Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983, as amended and set forth in the Statewide Health and Safety Code Sections 129675, et seq., for seismic upgrades of acute care facilities.

Case No. DIR-2016-3207-SPP-SPR approved an acute care services replacement building for the HPMC campus, in keeping with Goal P of the Specific Plan, which is currently under construction.

Pursuant to Section 9.E.4 of the Specific Plan, which sets minimum and maximum quantities of parking spaces for hospitals according to the number of licensed beds they provide to ensure that the hospital core has sufficient but not excessive parking, DIR-2016-3207-SPP-SPR approved a parking plan for the HPMC campus as a whole. The plan consisted of a mixture of on-site structured and surface parking, off-site surface lots, and the existing parking garage on the Project site, which provided off-site structured parking. As previously stated in Finding B.6 for Project Permit Compliance, the total parking anticipated to be available for the campus was 1,346 spaces, within the minimum required 1,156 spaces and maximum permitted 1,591 spaces

As noted in Finding B.6 for Project Permit Compliance, the Project will require 164 parking spaces, which will be provided in the existing garage on the Project site. With 164 spaces dedicated to the Project, parking available for the remainder of the HPMC campus will be 1,162 spaces, which is within the minimum and maximum parking limits established by Section 9.E.4(i) of the Specific Plan. However, as Case No. DIR-2016-3207-SPP-SPR approved a total of 1,346 spaces for the HPMC campus, that amount of parking is required to be maintained pursuant to Section 9.E.5(c) of the Specific Plan.

Compliance with this requirement would oblige the Project to construct additional parking for the new medical office and clinic uses when sufficient parking is already available to satisfy both the needs of the Project and the parking required for the main HPMC campus under Section 9.E.4 of the Specific Plan. Constructing additional, unnecessary parking would incur practical difficulties of either adding more parking levels to the existing structure, demolishing a nearby structure and constructing parking at an off-site location, or reducing the size of vitally necessary office and clinic uses. Adding more parking where the Specific Plan does not require it solely to replace excess spaces for the HPMC campus is not consistent with the intent of the Specific Plan, which is to support the transit-oriented development of the hospital core around the Vermont/Sunset station of the Metro B (Red) Line by avoiding excessive parking and auto-oriented design.

Therefore, strict application of the Specific Plan would cause practical difficulties and unnecessary hardship inconsistent with the purpose of the Plan, and the Specific Plan Exception should be granted.

2. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use of development of the subject property that do not apply generally to other property in the specific plan area;

As previously noted, the final quantity of parking proposed to be available for both the Project and the HPMC campus is consistent with the Municipal Code and Section 9.E of the Specific Plan. Had the Project and the acute services department replacement approved in Case No. DIR-2016-3207-SPP-SPR been approved contemporaneously, both sites would have been found to have adequate parking. Were it not for the fact that the Project has been proposed after a specific value of 1,346

parking spaces from the possible range of 1,156 to 1,591 spaces has been established and approved for the HPMC campus, no Specific Plan Exception would be required.

Therefore, since it is only the exceptional circumstances of timing that currently require 1,346 parking spaces to be maintained for the HPMC campus pursuant to Section 9.E.5(c) of the Specific Plan, which do not apply generally to other property in the area, the Specific Plan Exception should be granted.

3. That an exception from the specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the specific plan area in the same zone and vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question;

As previously noted, the final quantity of parking proposed to be available for both the Project and the HPMC campus is consistent with the Municipal Code and Section 9.E of the Specific Plan.

Denying an exception would require the Property to maintain additional and unnecessary “replacement” parking not required for other Properties in the Specific Plan area.

Therefore, in order to preserve the rights of the Property and the HPMC campus to maintain no more than the required parking under the Municipal Code and Section 9.E.4 of the Specific Plan, the Specific Plan Exception should be granted.

4. That the granting of an exception will not be detrimental to the public welfare or injurious to the property or improvements adjacent to or in the vicinity of the subject property:

As previously noted, the final quantity of parking proposed to be available for both the Project and the HPMC campus is consistent with the Municipal Code and Section 9.E of the Specific Plan.

Therefore, since sufficient parking will be provided, granting an exception will not be detrimental to the public welfare or injurious to the property or improvements adjacent to or in the vicinity of the subject property, and the Specific Plan Exception should be granted.

5. That the granting of an exception will be consistent with the principles, intent and goals of the specific plan and any applicable element of the general plan.

As previously noted in Finding A.1 and Finding B.6 for Project Permit Compliance, and as further noted below in Finding A.1 for Site Plan Review, the Project as a whole, as currently proposed, is consistent with the principles, intent, and goals of the Specific Plan and the Hollywood Community Plan. Granting an exception will permit the development of the Project as currently proposed and avoid requiring unnecessary replacement parking where sufficient parking is already available, which would not be consistent with the intent of the Specific Plan to support the transit-oriented development of the hospital core around the Vermont/Sunset station of the Metro B (Red) Line. Therefore, the Specific Plan Exception should be granted.

FINDINGS FOR SITE PLAN REVIEW

A. Pursuant to LAMC Section 16.05 F, the Director of Planning shall grant approval of Site Plan Review upon written findings that the project satisfies each of the standards:

1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems, and Plan for a Healthy Los Angeles. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those communities of the City.

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the Los Angeles City Council on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project site. The Framework Element establishes general policies for the City of Los Angeles based on projected population growth. Land use, housing, urban form and neighborhood design, open space, economic development, transportation, infrastructure, and public services are all addressed in the context of accommodating future City-wide population increases. The City's various land use "categories" are defined based on appropriate corresponding development standards including density, height, and use. The proposed development is consistent with the following goals, objectives, and policies of the Framework Element:

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

Objective 3.9 Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work, and visit, both in daytime and nighttime.

GOAL 7A A vibrant, economically revitalized City.

The Project site is located within a Community Center of the Framework Element Land Use Category, which is intended to be an identifiable focal point and activity center for surrounding groups of residential neighborhoods and contain a diversity of uses. According to the Framework Element, Community Centers generally range from an FAR of 1.5:1 to 3:1. The Framework Element further recognizes the importance of a diversity of uses that support the needs of the City's

residents and businesses and are compatible with adjacent neighborhoods. The project proposes to add new medical office and clinic uses in three new floors on top of an existing parking garage as a part of the Hollywood Presbyterian Medical Center (HPMC) campus. The Project will provide medical suites of a variety of sizes, with an executive diagnostics program and specialty clinics on the third new floor. The addition of these new medical services to the HPMC campus will complement the existing agglomeration of hospitals and medical uses within the Community Center. After completion of the project, the building will be eight stories with a maximum height of 94 feet, 4 inches and contain an FAR of approximately 2.18:1. Therefore, the project is consistent with the Framework Element.

Land Use Element – Hollywood Community Plan

The Project site is located within the boundaries of the Hollywood Community Plan, which was adopted by the Los Angeles City Council on December 13, 1988. The proposed medical office and clinic development advances the following objectives and policies contained in the Community Plan:

Objective 1 To further the development of Hollywood as a major center of population, employment, retail services, and entertainment [...].

Objective 4 To promote economic wellbeing and public convenience through: . . . d) Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.

Land Use Feature The Plan recognizes the concentration of medical facilities in the vicinity of the Sunset Boulevard/Vermont Avenue intersection

The Project proposes to construct three new floors of medical office and clinic uses on top of an existing parking structure as a part of the HPMC campus, within the East Hollywood neighborhood of the Hollywood Community Plan. The new floors will contain medical suites of a variety of sizes, with an executive diagnostics program and specialty clinics on the third new floor. As such, the Project will contribute to the existing concentration medical facilities, as stated in the Hollywood Community Plan, and will promote the public convenience and well-being of the City's residents by offering a greater diversity of medical services as a part of the integrated HPMC campus. Lastly, the Project will continue to support the conglomeration of medical businesses and offices in this neighborhood and support the economic well-being of the City as well.

Vermont/Western Station Neighborhood Area Plan (SNAP)

The Vermont/Western SNAP was adopted by the Los Angeles City Council and became effective on March 1, 2001. In addition to the Project's compliance with the specific development standards of the SNAP, as detailed in the previous Finding No. 1, it also meets the following purposes of the SNAP as outlined in Section 2 of the Specific Plan:

E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space, and the economic and social well-being of area residents.

O. Support the hospital core near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents, give local businesses expanded markets, and provide a coherent architectural presence at that corner.

As demonstrated in Finding A.1 for Project Permit Compliance, the project is in substantial conformance with the Specific Plan regulations, Development Standards, and Design Guidelines. The Specific Plan permits hospital and medical uses within Subarea C. The proposed height of 94 feet, 4 inches and 2.18:1 FAR are below the maximum permitted height of 100 feet and 3:1 FAR respectively. Sufficient parking for the new medical office and clinic uses will be provided within the existing parking garage. The project will not materially alter the existing landscaping on site, which was found to be in compliance with the SNAP requirements in Case DIR-2015-309-SPPA-SPP. The Project forms a part of the HPMC campus, which is located within the hospital core just south and east of the Sunset Boulevard/Vermont Avenue intersection. As previously stated, the new medical office and clinic uses will support both the well-being of City residents and the economic health of the City.

2. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

Height, Bulk, and Setbacks (Urban Form)

The Project site is located within Subarea C of the Vermont/Western SNAP, which limits hospital and medical buildings to 100 feet in height and 3:1 FAR. The Project will construct three additional floors of medical office and clinic uses on top of an existing parking garage, resulting in a final building height of 94 feet, 4 inches, and a 2.18:1 FAR. Within Subarea C, no yards or setbacks are required, and the Project will not alter the distance of the existing structure from adjoining streets and properties. The Project's height, bulk, and setbacks are consistent with other portions of the HPMC campus to the west, as well as the nearby Children's Hospital and Kaiser Permanente hospital buildings.

Off-Street Parking Facilities

The HPMC hospital campus currently has a total of 1,346 parking spaces. Parking is located partially within the primary campus area to the west of the Project and partly in off-site lots, including the existing parking garage on the Project site. The Project will maintain the existing 562 parking spaces in the existing garage without alteration, dedicating 164 spaces for the exclusive use of the Project and reducing the number of spaces covenanted to the HPMC buildings to the west to 398 spaces. Total parking for the HPMC campus will be 1,162 spaces, which complies with the requirements of

the SNAP. The Project also proposes 20 new bicycle parking spaces on the three new floors, in addition to the existing 21 spaces located on the ground floor of the existing parking garage. As demonstrated in Finding No. 1, the project will provide automobile and bicycle parking in full conformance with Specific Plan requirements.

Landscaping

The Project will not materially alter the existing landscaping on site, which was found to be compliant with the Specific Plan in Case DIR-2015-309-SPPA-SPP.

Loading Areas, Lighting, and Trash Collection

The project will not materially alter the conditions of loading, lighting, and trash collection in the existing parking garage, which were found to be compliant with the Specific Plan in Case DIR-2015-309-SPPA-SPP. On-site lighting includes lighting along all pedestrian and vehicular accessways, as well as accent lights along the De Longpre Avenue elevation. Trash collection is provided in a gated, covered enclosure within the existing garage, which also includes separate areas for recycling.

3. That the residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project would construct 95,995 square feet of medical office and clinic uses in three new floors on top of an existing parking garage as part of the HPMC campus. No residential uses are proposed; therefore, this finding is not applicable.