

FINDINGS

(As amended by the Central Area Planning Commission on October 26, 2021)

Entitlement Findings

1. Findings for Specific Plan Exception per LAMC Section 11.5.7 F.

- a. **The strict application of the policies, standards and regulations of the specific plan to the subject property will result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Plan.**

Parking

The proposed project includes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The existing parking structure is an extension of the Hollywood Presbyterian Medical Center (HPMC). The existing parking structure contains 562 parking spaces with a height of 43 feet, including five-stories above-grade and two (2) subterranean levels. The additional medical office space would serve the HPMC. The new addition would give the structure a new maximum height of 96 feet, 4 inches with a total of eight-stories above-grade and two (2) subterranean levels. Section 9.E.4 of the SNAP requires that existing buildings maintain the parking that has been provided. Section 9.E.3 would require the parking requirement for Medical Office uses to be provided consistent with LAMC Section 12.21 A.4(d)(3). As such, 192 additional vehicle spaces would be required of the proposed project based on the addition of 95,995 square feet of floor area.

Case No. DIR-2015-309-SPPA-SPP, which approved the existing parking structure, allowed a total of 654 vehicle parking spaces to be built. The HPMC is subject to a minimum parking count of 1,156 vehicle spaces and a maximum of 1,591 parking spaces. However, the addition of 654 parking spaces would have surpassed the 1,591 parking spaces allowed per the maximum. As such, the parking structure decreased the number of parking spaces to 562 vehicle spaces. The total number of parking spaces that would be allowed across the HPMC is 1,496 spaces, according to Case No. DIR-2017-5247-SPP. However, the total vehicle parking for the HPMC campus that currently exists is 1,346 spaces. Furthermore, if the grant for Case No. DIR-2017-5247-SPP is utilized, it would increase the existing parking count by 20 spaces. The addition of 192 vehicle parking spaces would surpass the maximum allowable spaces of 1,591 across all HPMC.

As previously mentioned, the existing parking structure contains 562 vehicle parking spaces, which is more than enough to satisfy any future patient needs. The City does not want an excess in vehicle parking, which is also reflected by the SNAP maximum parking regulations. The HPMC as a whole has enough spaces for visitors with a total of 1,346 spaces. Furthermore, the nearby Sunset/Vermont Metro Station and additional bus routes will help alleviate the loss in parking spaces as visitors use public transit. Therefore, it is reasonable to allow for the addition of zero vehicle parking spaces as long as the existing 562 parking spaces are not decreased. As mentioned above, the SNAP has a minimum and maximum allowed parking count for the HPMC. The maximum number is 1,591 parking spaces which would be surpassed by the addition of 192 parking spaces. Surpassing the maximum number of spaces allowed would require the HPMC to request an additional exception request in order to place the 192 spaces. Therefore, the strict application of the parking requirements to the subject property will result in practical difficulties inconsistent with the general purpose and intent of the SNAP Subarea C.

Pedestrian Throughway

Under Section 9.G of the Vermont/Western SNAP, Subarea C projects that have 250 feet of street frontage or more, are required to provide a Pedestrian Throughway that is accessible to the general public. This Pedestrian Throughway is meant to give pedestrians an alternative route to cross the project site, without the need to walk around a long distance created by the building's footprint. Under the original approval of Case No. DIR-2015-309-SPPA-SPP, the applicant team provided this Pedestrian Throughway requirement, which currently exists on-site. Since the ground floor to the existing parking structure is already built, redesigning and changing the existing layout would result in practical difficulties. A second Pedestrian Throughway is not required to satisfy purpose and intent of the SNAP. Moreover, the addition of a second Pedestrian Throughway would possibly lead to a reduction in parking spaces, since parking stalls would need to be shifted or removed to adjust for a new paseo. Therefore, it can be found that the strict application of the regulations of the Specific Plan creates an unnecessary hardship and would be in conflict with the purpose and intent of the Specific Plan.

- b. **There are exceptional circumstances or conditions that are applicable to the subject property or to the intended use or development of the subject property that do not generally apply to other properties within the specific plan area.**

Parking

As previously mentioned, the proposed project includes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The total number of parking spaces that would be allowed across the HPMC is 1,496 spaces, according to Case No. DIR-2017-5247-SPP. However, the total vehicle parking for the HPMC campus that currently exists is 1,346 spaces. Furthermore, if the grant for Case No. DIR-2017-5247-SPP is utilized, it would increase the existing parking count by 20 spaces. The addition of 192 vehicle parking spaces would surpass the maximum allowable spaces of 1,591 across all HPMC. The existing parking structure contains 562 vehicle parking spaces and the total number of parking spaces for HPMC is 1,346 spaces, which is more than enough to satisfy any future patient needs. Furthermore, the nearby Sunset/Vermont Metro Station and additional bus routes will help alleviate the loss in parking spaces. The policy direction of the City is to discourage excess parking, especially on sites near transit. This is also reflected by the SNAP maximum parking regulations. Therefore, it is reasonable to allow for the addition of zero vehicle parking spaces as long as the existing 562 parking spaces are maintained. These circumstances are not seen within the specific plan area since there are no existing parking structures that have added additional uses above it, resulting in additional parking. Furthermore, the SNAP has a minimum and maximum allowed parking count for the HPMC. The maximum number is 1,591 parking spaces which would be surpassed by the addition of 192 parking spaces. Surpassing the maximum number of spaces allowed would require the HPMC to request an additional exception request in order to place the 192 spaces. Therefore, there is an exceptional circumstance to the intended use that does not apply to other properties within the SNAP.

Pedestrian Throughway

Under the original approval of the parking structure, Case No. DIR-2015-309-SPPA-SPP, the applicant team provided the Pedestrian Throughway for having more than 250 feet of street frontage on the property. Since the ground floor to the existing parking structure is already built, redesigning and changing the existing layout to accommodate a second

Pedestrian Throughway would result in practical difficulties. Additionally, the project does not increase building street frontage, thus the existing throughway satisfied the intent of the SNAP to provide a Pedestrian Throughway for buildings with more than 250 feet of street frontage. A second Pedestrian Throughway is not required to satisfy the purpose and intent of the SNAP. Moreover, the addition of a second Pedestrian Throughway would possibly lead to a reduction in parking spaces, since parking stalls would need to be shifted or removed to adjust for a new paseo. Therefore, it can be found that there are special circumstances applicable to the site which do not generally apply to other properties within Subarea C of the Specific Plan.

- c. **The requested exception is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.**

The project site is located within Subarea C of the Vermont/Western SNAP. The applicant proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The existing parking structure is an extension of the HPMC. The existing parking structure contains 562 parking spaces with a height of 43 feet, including five-stories above-grade and two (2) subterranean levels. The additional medical office space would serve the HPMC. The new addition would give the structure a new maximum height of 96 feet, 4 inches with a total of eight-stories above-grade and two (2) subterranean levels. The applicant requests a Specific Plan Exception to allow for zero additional parking, as well as, to allow the existing Pedestrian Throughway to satisfy the SNAP's requirement in lieu of an additional Pedestrian Throughway.

Parking

The SNAP has specific language pertaining to vehicle parking that is meant to keep proposed projects from being overparking while maintaining existing parking spaces. The existing parking structure has 562 parking spaces available and the addition of 192 extra vehicle spaces would not be beneficial for the site, nor the surrounding area. The community has voiced their concerns regarding vehicle congestion and additional parking spaces would increase vehicle trips from and to the existing facilities. The addition of medical offices above the existing parking structure does not need extra parking spaces to accommodate any future patients or workers. Furthermore, the addition of 192 parking spaces would result in the project exceeding the maximum parking count of 1,591 spaces allowed for the HPMC. The exception request will allow the HPMC to remain below the maximum parking count, which is a right possessed by other Subarea C projects within the SNAP. The exception is necessary for the preservation and enjoyment of a substantial property right possessed by other properties with Subarea C of the SNAP.

Pedestrian Throughway

The SNAP's intention is to have one (1) Pedestrian Throughway for project sites that have an excess of 250 feet of street frontage. The project site already provides a Pedestrian Throughway and already satisfies the SNAP's requirement under Section 9.G. If the project site had multiple street frontages with 250 feet in length or greater, a second Pedestrian Throughway would be ideal. The project site has approximately 124 feet of frontage along the easterly side of Lyman Place, approximately 285 feet of frontage along the southerly side of De Longpre Avenue, and approximately 126 feet of frontage along the westerly side of Virgil Avenue. The project site's De Longpre Avenue frontage is the

only frontage with a length greater than 250 feet. Therefore, only one Pedestrian Throughway is necessary and the project site currently accommodates that requirement. Maintaining one Pedestrian Throughway is necessary for the preservation and enjoyment of a substantial property right possessed by other properties with Subarea C of the SNAP.

- d. **The granting of the exception will not be detrimental to the public welfare and injurious to property or improvements adjacent to or in the vicinity of the subject property.**

The proposed project includes addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The existing parking structure is an extension of the HPMC. The applicant requests a Specific Plan Exception to allow for zero additional parking, as well as, to allow the existing Pedestrian Throughway to satisfy the SNAP's requirement in lieu of an additional Pedestrian Throughway. As demonstrated in Finding No. 2 below, aside from the two (2) requests for the Specific Plan Exceptions, the project otherwise complies with the Subarea C regulations and applicable Hospital and Medical Center Development Standards and Design Guidelines of the Specific Plan. Furthermore, the country has been facing a crisis with the pandemic that has caused a shortage in hospital space. The additional medical offices can help expand capacity within the current hospital system and provide more care for its patients. The zero parking spaces proposed would keep the project from adding vehicles to a congested area, which has been a community concern. Moreover, not adding a second Pedestrian Throughway will not be detrimental because the existing throughway already serve's that requirement. Therefore, it can be found that granting the Exception will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the property.

- e. **The granting of the exception is consistent with the principles, intent and goals of the specific plan and any applicable element of the general 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, Open Space, and optional Elements including Plan for a Healthy Los Angeles, Air Quality and Service Systems. The Land Use Element is comprised of 35 community plans that establish parameters for land use decisions within those subareas of the City. The subject property is located within the Hollywood Community Plan, which designates the site for Neighborhood Office Commercial land uses with corresponding zones of C1, C2, C4, P, RAS3, RAS4. The subject property is zoned C4-1D, [T][Q]C2-1, R4-1D, which is consistent with the land use designation. The project site is located within Subarea C of the Vermont/Western SNAP Specific Plan, which was adopted by City Council on January 23, 2001.

The proposed project meets the following objectives and policies contained in the Framework Element, Chapter 3 – Land Use:

Distribution of Land

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

Community Centers

Policy 3.9.7 *Provide for the development of public streetscape improvements, where appropriate.*

The project proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The existing parking structure is an extension of the HPMC. The new medical offices will help serve the community and provide for the expansion of medical services that are needed in the medical field. The use will satisfy the Framework Element by adding a use that supports the needs of existing and future people.

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 development advances the following objectives and policies contained in the Community Plan:

Objective 4 Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.

The project will continue to contribute to the medical facilities within East Hollywood. The Hollywood Community Plan views this area as one with a concentration of medical facilities. The proposed use will continue to grow the medical field which would provide support to all people in need.

Vermont/Western Station Neighborhood Plan Area (SNAP)

The Vermont/Western SNAP was adopted by the Los Angeles City Council and became effective on March 1, 2001. The proposed project meets the following purposes of the SNAP as outlined in Section 2 of the Specific Plan:

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...

As demonstrated in Finding Number 2 below, the project is in conformance with the Specific Plan regulations as well as the Hospital and Medical Centers Development Standards and Design Guidelines. The proposed addition of medical offices will support the hospital core within the vicinity and provide an expansion of medical services for residents. The country has been facing a crisis with the pandemic that has caused a shortage in hospital space. The additional medical offices can help expand capacity within the current hospital system and provide more care for its patients. The project therefore conforms with the purpose, intent, and provisions of the General Plan, Hollywood Community Plan, and the Vermont/Western SNAP.

2. Findings for Project Permit Compliance per LAMC Section 11.5.7 C.

a. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

(1) Parks First. Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. There will be no construction of dwelling units as part of the proposed project. As such, Section 6.F of the Specific Plan does not apply.

(2) Use. Section 9.A of the Vermont/Western Specific Plan states that commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The project site is

allowed C4 uses on the subject property and is proposing 95,995 square feet of medical offices. A medical office is allowed within the C4 use list. Any change of use within the project site, for a use allowed under the C4 designation, is required to obtain a Project Permit Compliance Review approval before any permit clearance is given. Therefore, as proposed and conditioned, the project complies with Section 9.A of the Specific Plan.

- (3) Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan states Hospital and Medical Uses shall not exceed a maximum building height of 100 feet, except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof; and shall not exceed a maximum floor area ratio (FAR) of 3:1. The project proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The existing parking structure has a height of 43 feet, including five-stories above-grade and two (2) subterranean levels. The proposed addition would give the structure a new maximum height of 96 feet, 4 inches, which is below the 100-foot maximum.

The LAMC does not consider parking areas, and associated driveways and ramps, as 'floor area' (see Section 12.21.1.A.5 and the definition of Floor Area in Section 12.03). The proposed project is proposing the addition 95,995 square feet of floor area for a FAR of 2.8:1, which is within the maximum allowable 3:1 FAR. Therefore, as conditioned, the project complies with Section 9.B of the Specific Plan.

- (4) Transitional Height.** Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site does not abut a Subarea A lot. Therefore, Section 9.C of the Specific Plan does not apply.
- (5) Usable Open Space.** Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The project consists of a parking structure and medical offices. There are no residential units proposed. Therefore, Section 9.D of the Specific Plan does not apply.
- (6) Project Parking Requirements.** Section 9.E. of the Vermont/Western Specific Plan states that hospitals shall provide a minimum of one and maximum of two parking spaces for each patient bed for which the hospital is licensed. However, the project does not propose patient beds as part of the project. Section 9.E.3 of the Vermont/Western SNAP requires two (2) parking spaces per 1,000 square feet of commercial floor area, except for Hospital and Medical Uses. The project proposed 95,995 square feet of medical offices. Since the SNAP is silent on medical uses, such as medical offices which do not include patient beds, the parking requirement defaults to the LAMC. Based on LAMC Section 12.21 A.4(x)(3), the parking requirement is two (2) vehicle parking spaces per 1,000 square feet of floor area. As such, the project is required to provide a total of 192 parking spaces.

The proposed addition of medical offices will be constructed above an existing parking structure, containing 562 vehicle parking spaces. The applicant has requested a

Specific Plan Exception to allow for the addition of zero parking spaces in lieu of the required 192 parking spaces. The current parking structure is fully capable of providing adequate parking for the medical office expansion.

Bicycles. Section 9.E.2 of the Vermont/Western Specific Plan requires one (1) parking space for every 1,000 square feet of commercial floor area for the first 10,000 square feet, and one (1) parking space for every additional 10,000 square feet of floor area thereafter. The project proposes 95,995 square feet of commercial floor area, thereby requiring 19 commercial parking spaces. The applicant proposes 20 bicycle parking spaces, which is above the minimum requirement.

Therefore, with the approval of the Specific Plan Exception and as conditioned, the project complies with Section 9.E and 9.E.2 of the Specific Plan.

- (7) **Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the addition of medical offices above an existing parking structure. Therefore, Section 9.F of the Specific Plan does not apply.
- (8) **Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The project has an existing parking structure that has already established the building footprint. Therefore, the project complies with Section 9.H of the Specific Plan.
- (9) **Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of 10 feet. Under the original approval of Case No. DIR-2015-309-SPPA-SPP, the applicant team provided a Pedestrian Throughway. The applicant team has requested a Specific Plan Exception to allow for the existing Pedestrian Throughway to satisfy the requirement for an additional Pedestrian Throughway since the lower levels of the building are already existing. Therefore, with the approval of the Specific Plan Exception and as conditioned, the project complies with Sections 9.G of the Specific Plan.
- (10) **Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in the Findings below.

Development Standards

- a. **Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The landscape plan in Exhibit "A" shows that adequate landscaping currently exists based on the conditions set forth under the original approval of the parking structure, Case No. DIR-2015-309-SPPA-SPP. However, the project will still add additional street trees with approval from the Urban Forestry Division to satisfy the SNAP requirements. The applicant

has been conditioned to submit a final landscape plan prepared by a licensed landscape architect and a final irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.

- b. **Streetscape Elements.** The Development Standards require that any hospital related project with frontage along Vermont Avenue and Sunset Boulevard shall conform to the criteria, standards and general design intent of the Barnsdall Park Master Plan, and the Vermont Streetscape Project. For hospital related projects with frontage along other public streets, the following provisions prevail:
 - I. **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 124 feet of frontage along the easterly side of Lyman Place, approximately 285 feet of frontage along the southerly side of De Longpre Avenue, and approximately 126 feet of frontage along the westerly side of Virgil Avenue, thus, requiring four (4) street trees along the public right-of-way of the project site. The project proposes a total of 18 street trees. The project has been conditioned to provide the required 18 street trees, unless Bureau of Street Services, Urban Forestry Division determines otherwise. Therefore, as conditioned, the project complies with this Development Standard.
 - II. **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project has been conditioned to provide the required 18 street trees, unless Bureau of Street Services, Urban Forestry Division determines otherwise. Therefore, as conditioned, the project complies with this Development Standard.
 - III. **Bike Racks.** The Development Standards require one bike rack for every 100 feet of street frontage. The project site has approximately 124 feet of frontage along the easterly side of Lyman Place, approximately 285 feet of frontage along the southerly side of De Longpre Avenue, and approximately 126 feet of frontage along the westerly side of Virgil Avenue, thus, requiring five (5) bike racks along the public right-of-way. The project has been conditioned to provide five (5) bike racks along the public right-of-way of the project site. Therefore, as conditioned, the project complies with this Development Standard.
 - IV. **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 300 feet of lot frontage along any public street. The project site has approximately 124 feet of frontage along the easterly side of Lyman Place, approximately 285 feet of frontage along the southerly side of De Longpre Avenue, and approximately 126 feet of frontage along the westerly side of Virgil Avenue, thus, not meeting the length requirement of 300 feet. Therefore, this Development Standard does not apply.
 - V. **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 124 feet of frontage along the easterly side of Lyman Place, approximately 285 feet of frontage along the southerly side of De Longpre Avenue, and approximately 126 feet of frontage along the westerly side of Virgil Avenue, thus, requiring

one (1) public bench. Therefore, as conditioned, the project complies with this Development Standard.

- c. **Pedestrian/Vehicular Circulation.** The Development Standards require that all structures be oriented toward the main commercial street where the parcel is located. The applicant proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The ground floor of the project will not be revised as part of the project scope. Therefore, this Development Standard does not apply.
- d. **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.
- e. **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:
 - I. **Setbacks.** The Development Standards require 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.
 - II. **Stepbacks.** The Development Standards require that no portion of any structure exceed more than 50 feet in height within 10 feet of the front property line, and 2) that all buildings shall set the fourth floor back from the first floor frontage at least ten feet. This stepback provision is triggered when the building is fronting on Sunset Boulevard and/or Vermont Avenue. The project site does not front on any of the two designated streets. Therefore, this Development Standard does not apply.
 - III. **Street Level Façade Relief.** The Development Standards require that a building use a variety of techniques to create visual 'breaks' in the street level façade in order to facilitate human scale and pedestrian orientation. The applicant proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. The ground floor of the project will not be revised as part of the project scope. This provision was satisfied under the original approval of the parking structure, Case No. DIR-2015-309-SPPA-SPP. Therefore, this Development Standard does not apply.
 - IV. **Articulation of the Building Mass.** The Development Standards require that buildings include a change in materials for portions of the building above street level to soften the effect of the building mass. The standard also requires: the structure to use at least two types of complementary buildings materials for the facade, the side and rear elevations to continue the design from the front elevation, and for roof lines to be broken up through architectural elements. As seen in "Exhibit A" the project proposes horizontal

and vertical plane breaks, change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.

- V. **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not indicate the location of surface mechanical equipment. However, in the event surface mechanical equipment is constructed, the Conditions of Approval require surface mechanical equipment to match the colors and materials of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.
- VI. **Heliports.** The Development Standards requires that heliports be integrated into the roof landscape to meet functional and regulatory criteria without conflicts of access and air intake/exhaust. The project does not include a heliport. Therefore, this Development Standard does not apply.
- f. **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have mechanical equipment placed on the roof. A Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.
- g. **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a minimum six-foot trash and recycle enclosure located within the existing parking garage. Therefore, the project complies with this Development Standard.
- h. **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The project site does not currently contain areas not being used as parking and driveway access that would require enhance paving at the ground level. Therefore, the project complies with this Development Standard.
- i. **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. This project does not propose any freestanding walls. Therefore, this Development Standard does not apply.
- j. **Parking Structures – Required Additional 10-foot set back of Commercial Frontage.** The Development Standards require parking structures with frontage along Sunset Boulevard or Vermont Avenue to contain commercial, community facilities, or other non-residential uses to a minimum depth of 24 feet, or be set back an additional 10 feet from the property line than would otherwise be required by other provisions in the Specific Plan, Los Angeles Municipal Code, or Development Standards and Design Guidelines. The project does not involve the construction of a new parking

structure that would front on Sunset Boulevard or Vermont Avenue. Therefore, this Development Standard does not apply.

- k. **Parking Structures – Façade Treatments.** This Development Standard requires that the exterior elevations of all parking structures be designed to match the main building they serve so that there is no notable differentiation between the parking and non-parking portions of the structure. This provision was satisfied under the original approval of the parking structure, Case No. DIR-2015-309-SPPA-SPP. Therefore, this Development Standard does not apply.
- l. **Parking Structures Across from Residential Uses.** The Development Standards require that whenever a parking structure abuts or is directly across an alley or Public Street from any residential use or zone the facade facing such residential use or zone shall conform to the standards set forth in the Development Standards. This provision was satisfied under the original approval of the parking structure, Case No. DIR-2015-309-SPPA-SPP. Therefore, this Development Standard does not apply.
- m. **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The project does not propose a surface parking lot. The site has an existing parking structure. Therefore, this Development Standard does not apply.
- n. **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The project does not propose a surface parking lot. The project does not propose a surface parking lot. The site has an existing parking structure. Therefore, this Development Standard does not apply.
- o. **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- p. **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.
- q. **Off-site Directional Signage.** The Development Standards indicates that off-site directional signage is strongly encouraged and should be integrated in to the overall streetscape design. The Development Standards state that off-site directional signage includes kiosks and directory signs mounted on buildings, indicating the location of

hospital departments, programs, public entrances, subway portals and emergency department access. The applicant does not propose any off-site signage at this time. The Development Standard does indicate the area and dimension requirements for signage. The project has been conditioned to comply with sign regulations set forth in the Vermont/Western SNAP and the Los Angeles Municipal Code Section 14.4. Therefore, as conditioned, the project complies with the Development Standard.

Design Guidelines – Hospital and Medical Centers

- r. **Street Level Façade.** According to the Design Guidelines, new hospitals should enhance the pedestrian experience by: improving access to adjacent public amenities (such as Metro portals), providing landscaped open space at street level that is visually accessible to the public view from public streets or walkways, widening sidewalks, providing a generous amount of street furniture and public art, and emphasizing the human scale of the street level to balance the massing necessary for the rest of the building. As part of the original approval under Case No. DIR-2015-309-SPPA-SPP, the project included streetscape features to facilitate an appropriate human scale for pedestrians along the street including the addition of street trees, landscaping along all street frontages, benches, and new street lighting fixtures. As designed, the project satisfies the intent of the Street Level Façade Design Guideline.
- s. **Architecturally Articulated.** According to the Design Guidelines, new hospitals should be designed so that tall towers can be softened by the articulation of upper facades to achieve visual blending with the Hollywood Hills to the north, while still allowing for patient rooms to access natural light and scenic views. As seen in “Exhibit A” the project proposes horizontal and vertical plane breaks, change in material, and lineal orientation of the façade construction. As designed, the project satisfies the intent of the Street Level Façade Design Guideline.
- t. **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides multiple private balconies on the second floor. Furthermore, all street-facing elevations employ a variety of building materials and articulation by way of changes in building plane and transparency. Therefore, the project complies with this Design Guideline.
- u. **Collaborative.** According to the Design Guidelines, new hospitals should attempt to create a coordinated approach to creating an architectural identity for the hospital core. It is not necessary for the buildings to look alike but they should belong together as a group of related facilities. The additional three levels above the existing parking structure are being proposed with similar articulation, materials, and colors as other structures found within the HPMC campus across the street. Therefore, the project complies with this Design Guideline.
- v. **Context.** According to the Design Guidelines, new hospital structures need to visually and functionally support public access to the Barnsdall Park and the two subway portals. The Design Guidelines further stipulate that it is necessary for the hospitals to widely support and advertise the transit accessibility of their sites by incorporating directional signage to subway and transit stops on their buildings. As indicated in the original approval under Case No. DIR-2015-309-SPPA-SPP, the proposed project is not close enough to visually connect the pedestrian with these features. However, the project still conforms to the underlying intent of this Design Guideline since the design of the project site has incorporated several elements which encourage pedestrian

mobility (benches, additional trees, landscaping, visual interest along the facade, etc.). Therefore, the design of the proposed project satisfies the provisions of the Design Guidelines, which endeavor to support the use of civic resources by supporting pedestrian mobility.

- b. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Department of City Planning found that based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record (Case No. ENV-2015-310-MND-REC1), the project was assessed in Mitigated Negative Declaration, No. ENV- ENV-2015-310-MND adopted on January 11, 2016; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the Addendum dated July 27, 2021, no major revisions are required to the Mitigated Declaration; and no subsequent EIR or negative declaration is required for approval of the project.

3. Findings for Site Plan Review per LAMC Section 16.05.

- a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

As discussed in Finding No. 1.e., the granting of the exception would allow the construction of additional medical office spaces which would be consistent with principles, intent and goals of the SNAP and the applicable elements of the General Plan.

- b. 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.**

Development of the project site into a parking structure with medical offices would be consistent and compatible with existing and future development on neighboring and other properties within close proximity, which is generally developed with hospitals, commercial, residential, and public facility uses. Furthermore, the project provides architectural features that vary and articulate the building façade and incorporates a variety of colors and materials.

Building Arrangement (Height, Bulk, and Setbacks)

The subject site is located in Subarea C of the Vermont/Western SNAP, which contains provisions for building height, FAR, and setbacks. Per Section 3 of the SNAP, the Specific Plan prevails and supersedes the applicable provisions of the Municipal Code, wherever the Specific Plan contains provisions on development.

The surrounding area is characterized by level sloped topography and improved streets. Properties surrounding the property are located within the SNAP Subarea B (Mixed Use Boulevards) and Subarea C of the SNAP. The property to the north, across De Longpre Avenue, is developed with a grocery store. The property to the west, across Lyman Place, is developed with the Hollywood Presbyterian Medical Center. Properties to the east, across Virgil Avenue, are developed with a medical office building and residential buildings. Properties to the south are developed with commercial and residential properties.

The project proposes a maximum of 96 feet, 4 inches in building height and consists of 95,995 square feet of floor area. The proposed 96-foot tall, medical office will be consistent with other hospital developments in the area that have height maximums of 100 feet and allow for a similar bulk on multiple lots. The 95,995 square feet of floor area equates to a 2.8:1 FAR, which is below the allowable 3:1 FAR for Hospital and Medical uses within the SNAP.

The SNAP does not require front, side, and rear yards for projects that are located in Subarea C. In addition to meeting the height, FAR, and setback requirements per the Specific Plan, the project proposes various articulation and architectural elements that reduce the effect of a large-scale development in the neighborhood. The additional three levels of medical office floors are defined by various planes that consist of perforated metal, glass, metal panels, and horizontal louvers. The roof plane varies in height which adds articulation to the building. The changes in the plane as well as materials also further articulates the building and increases the visual interest from public streets.

Off-Street Parking Facilities and Loading Areas

The project site has an existing parking structure that contains 562 parking spaces. The parking structure is accessible along Lyman Place and Virgil Avenue. As discussed under Finding No. 2, the project proposes to maintain the existing 562 parking. The project will also provide 20 new bicycle parking spaces and five (5) bike racks along the public right-of-way.

Lighting

The plans for this project do not specify lighting details at this time. However, the Development Standards specify that the acceptable level of lighting intensity is $\frac{3}{4}$ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and "white" color corrected lamp color shall be used for ground level illumination. As such, the project has been conditioned to comply with the lighting regulations of the Specific Plan.

Landscaping

The illustrative landscape plan in Exhibit "A" shows that adequate landscaping will be provided throughout the project site. The grade level along all street frontages level is landscaped with ground cover, shrubbery, and trees. The proposed plant palette shows that the landscaping includes trees such as Lophostemon Confertus, Koelreuteria Bipinnata, Forest Pansy, and Cassia Leptophilla. The applicant is also required to submit a final landscape plan prepared by a licensed landscape architect showing a combination of shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flower and/or fountains incorporated into all landscaped areas on the project site, as well as an irrigation plan.

Trash Collection

The Vermont/Western SNAP Development Standards specify requirements for the location and design of trash storage and recycling areas. The project has an enclosed trash and recycling area within the subterranean parking level of the existing parking structure. The trash collection will be provided via Virgil Avenue.

- c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project proposes the addition/construction of three levels of medical office space, containing 95,995 square feet of floor area, on top of an existing parking structure. There will be no construction of residential dwelling units as part of the proposed project.