III. Project Description

1. Introduction

The Project would expand the existing Kaiser Permanente Los Angeles Medical Center (Medical Center) campus by replacing facilities and adding new buildings. In this document, the term Medical Center refers to the entirety of the Kaiser Permanente Los Angeles facility, which includes the Project Site.

In this Environmental Impact Report (EIR), the term "Project Site" refers to the properties on which the proposed redevelopment would occur. The Project Site is comprised of six building sites, identified herein as Sites 1 through 6, and depicted on **Figure II-4**, Proposed Site Plan. The Project Site, surrounding land uses, and applicable land use designations are detailed in Chapter II, Environmental Setting, of this Draft EIR. This chapter describes the proposed Project, including the objectives for the Project and the required Project Approvals. Pursuant to the Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP), the Medical Center campus, inclusive of the Project Site, is within a "Unified Hospital Development," the boundaries of which are shown on **Figure II-2** and Figure II-4 of this Draft EIR.

The Project would be developed in three consecutive phases, as shown in more detail on **Table III-1**:

- Phase 1 of the Project would include demolition of existing commercial and residential structures and surface parking lots on Sites 1 and 2, and two medical office buildings (MOBs) on Sites 3 and 4. Phase 1 would also include construction of a parking structure and MOB on Site 1 and a procedure center addition to the existing MOB on Site 2.

- Phase 2 of the Project would include the demolition of an existing parking structure and MOB space on Site 5 and construction of a new, larger parking structure with ground floor commercial retail space. Phase 2 would also include construction on Site 4 of either an MOB (Option A) or a hospital addition (Option B).

- Phase 3 of the Project would include construction of a new MOB on Site 3 and a parking structure on the south side of the existing parking structure on Site 6. If Option A is selected for Phase 2, the MOB constructed at Site 3 would be smaller (41,500 square feet). If Option B is selected for Phase 2, the MOB at Site 3 would be larger (73,500 square feet). As such, the smaller MOB is also considered part of Option A, while the larger MOB is considered part of Option B.

The proposed buildings for all three phases would total 401,100 square feet under Option A or 433,100 square feet under Option B, with an additional 533,400 square feet of parking structure area.

2. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of this Project is to provide additional office, diagnostic, and treatment space on the Medical Center campus to expand and improve campus facilities. The Project's specific objectives are provided below.

- Replace existing, obsolete facilities with new, state-of-the-art medical care facilities that increase efficiency and capacity within the existing Medical Center campus, allowing for the reallocation of employed health care professionals from several functionally deficient MOBs to more conveniently serve community residents within a regional healthcare hub.

- Expand the Medical Center campus through the construction and operation of additional new medical facilities, providing long-range health care capacity and flexibility to accommodate future growth and the changing needs of the regional population.

- Create employment opportunities for careers in health care, including more than 800 new employment opportunities in various medical professions and through the expansion and operation of a teaching hospital.

- Redesign the existing campus to improve the safety and efficiency of internal circulation of vehicles and pedestrians, and the functionality and accessibility of all facilities and services, including parking.

- Promote public transit and reduce reliance on vehicular transportation by siting a range of outpatient care services, such as cardiology, radiology, neurology, pulmonary, and other services, on one campus near a major transit station (i.e., the Metro B Line Vermont/Sunset Station), rather than at several off-campus locations, and incorporating pedestrian-friendly features (such as pocket parks and street furniture) into the overall Project design.

- Implement green building features using the standards of the Green Guide for Healthcare, as such standards evolve over time, and achieve Leadership in Energy and Environmental Design (LEED®) Gold certification or equivalent, as well as implement Kaiser Permanente's existing sustainable building strategies.

3. Description of the Project

The Medical Center campus currently contains buildings that have become outdated, with facilities and technology that are no longer adequate to meet long-term needs of the immediate Hollywood community and surrounding communities served by the Medical Center. The Project would allow Kaiser Permanente to replace existing structures with updated buildings and technology and expand the overall Medical Center campus. These improvements would enhance and support Kaiser Permanente's ability to deliver healthcare services to the surrounding community that it serves.

a) Project Overview

Kaiser Permanente is proposing to replace existing facilities at the Medical Center campus and to add new buildings on adjacent parcels of land. The Project is proposed to be implemented in three phases and would include new and replacement MOBs, procedure centers, and parking structures on the Project Site, as discussed in detail below.

The existing Medical Center campus contains approximately 2 million square feet of building area. The total building area to be demolished is 234,200 square feet. The total building area to be constructed is 401,100 square feet under Option A and 433,100 square feet under Option B. The total parking structure area to be demolished is 129,800 square feet. The total parking structure area to be constructed is 655,800 square feet. The Project's phased development would occur between 2020 and 2030.[1] It is anticipated that the Project would be developed in three phases, as outlined above and detailed below. For all phases of the Project, including Phase 2 and Phase 3, which include alternative Project Options A and B, worst-case assumptions are used in this EIR to evaluate potential effects. The following sections describe each of the Project phases. The components of each phase are also summarized in Table III-1. Figure II-4 shows the proposed site plan for the Project for the Unified Hospital Development Boundary.

[1] The analysis in this EIR assumes that construction would start in 2020. In practice, construction would begin at a later time. However, using an earlier start date represents the worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

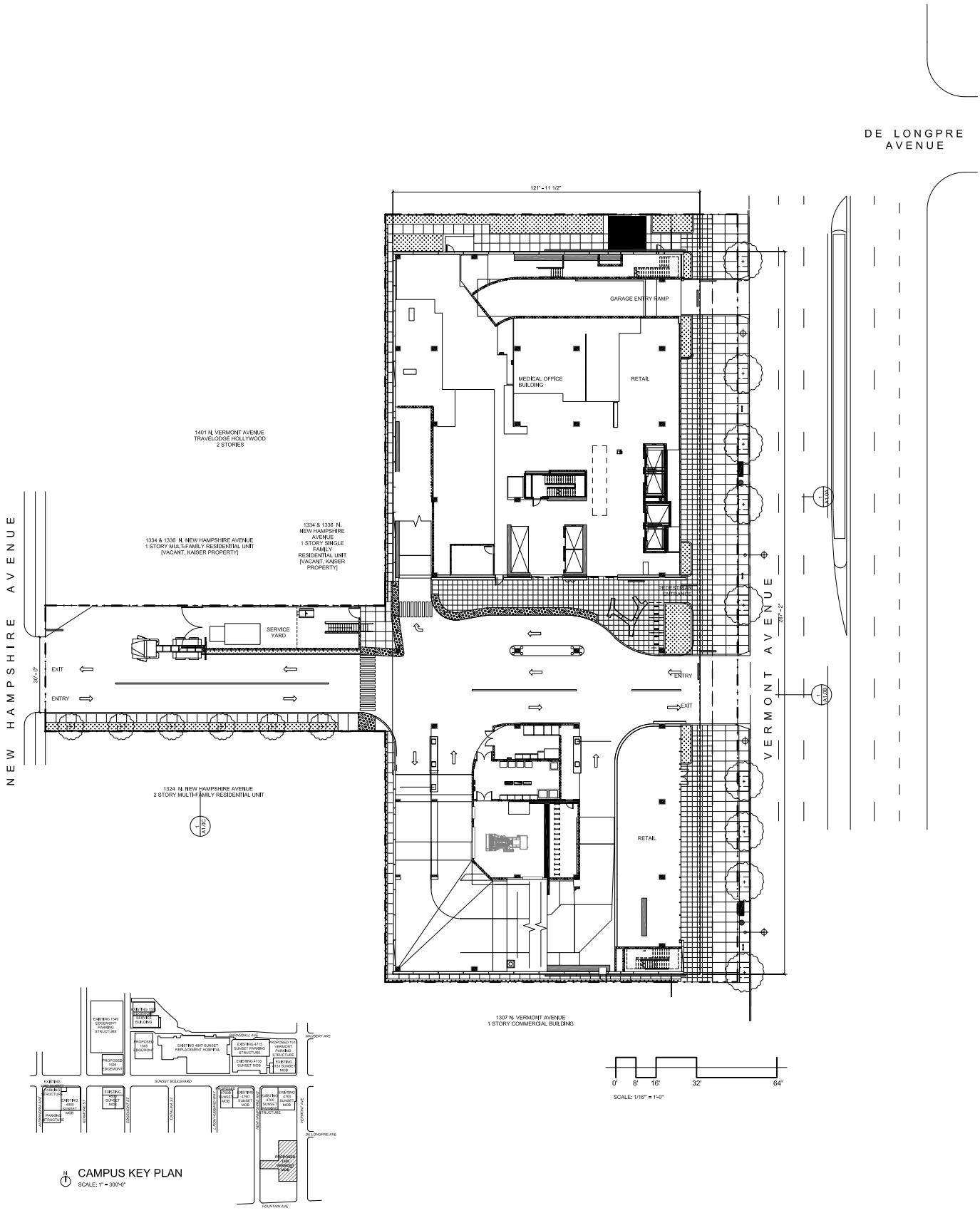
(1) Phase 1: Demolish Commercial and Residential Structures and Surface Parking, and Construct MOB and Parking Structure on Site 1, Replace Surface Parking with Procedure Center Addition to Existing MOB on Site 2, and Demolish Two Existing MOBs at Site 3 and Site 4

Phase 1 of the Project would commence in 2020 and would be completed by 2024. Phase 1 would include the following demolition and new construction on Sites 1-4:

Site 1 (1345 North Vermont Avenue; 1326/1328 North New Hampshire Avenue; 1317, 1321, and 1325 North Vermont Avenue; 1329/1331 North Vermont Avenue and 1337/1339 North Vermont Avenue). Site 1 is currently developed with a total of five one- and two-level (all above grade) commercial and residential structures totaling approximately 15,113 square feet, and surface parking lots containing a total of 47 spaces. All existing development would be demolished and replaced with an approximately 130,000-square-foot MOB, comprised of approximately 7,500 square feet of ground floor commercial space, and four levels of medical uses, over nine above-grade, and four below-grade parking levels containing 562 parking spaces (see **Figures III-1a and III-1b**). The new building would have a maximum height of 129 feet. Construction would occur from April 2020 to September 2022.

Site 2 (4760 Sunset Boulevard). Site 2 is currently developed with a three-level (60 feet; all above grade), 60,000-square-foot MOB and an existing surfacing parking lot containing 39 parking spaces. Phase 1 would include the concurrent construction of a 50,000-square-foot, four-level (all above grade) Procedure Center addition to the existing MOB, for a total of approximately 110,000 square feet of MOB space to accommodate expanded outpatient perioperative space, which will contain an expanded/relocated Gastrointestinal Clinic and Procedural Lab (see **Figures III-2a through II-2f**). The Procedure Center addition would replace the existing surface parking lot; however, up to six parking spaces may remain at the rear of Site 2 after Project implementation. The Procedure Center addition would have a maximum height of 80 feet. Construction would occur from October 2020 to March 2022.

Site 3 (1505 North Edgemont Street). Site 3 is currently developed with an existing seven-level (six above grade; one below grade), 79,356-square-foot MOB, located at 1505 North Edgemont Street (see **Figures III-3a through Figure III-3d**). Existing development would be demolished, and the services provided in this MOB would be relocated to Site 1. New construction on Site 3 will be conducted as a part of Phase 3, as detailed below. Demolition would occur from July 2022 to June 2023.



SOURCE: Cannon Design, January 2021

FIGURE III-1a

Site 1 - Site Plan

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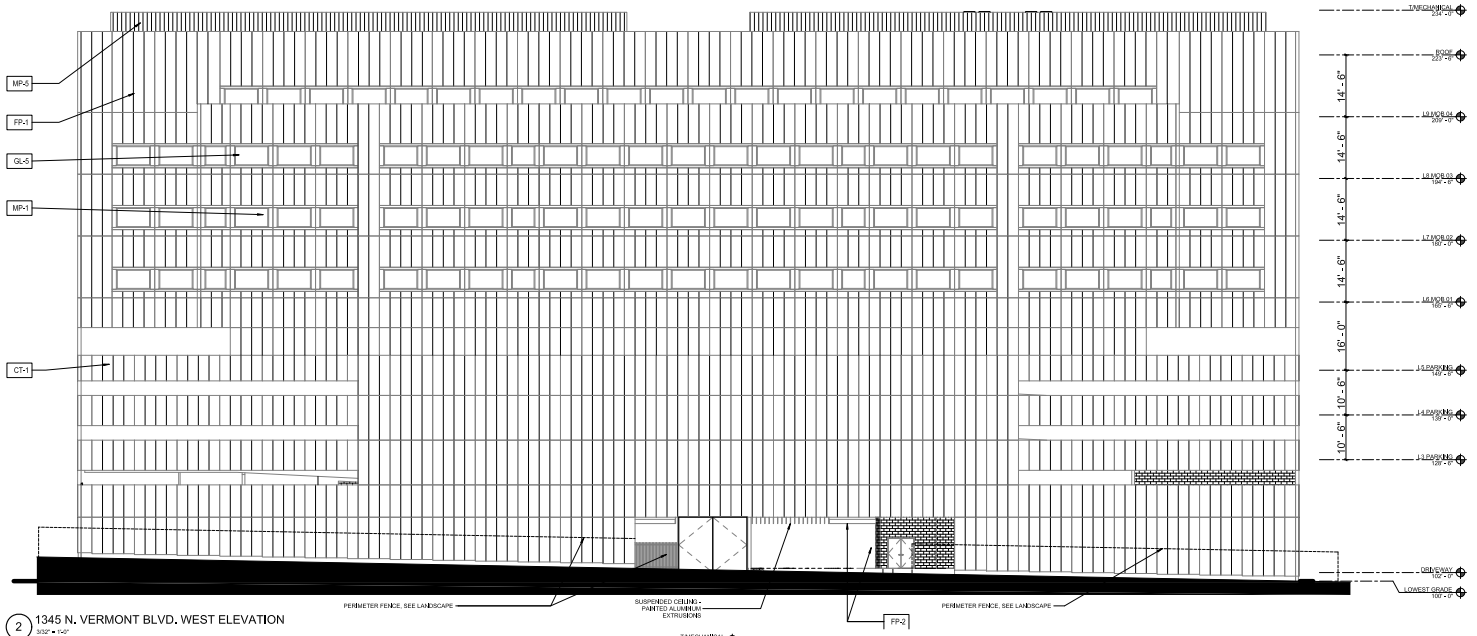
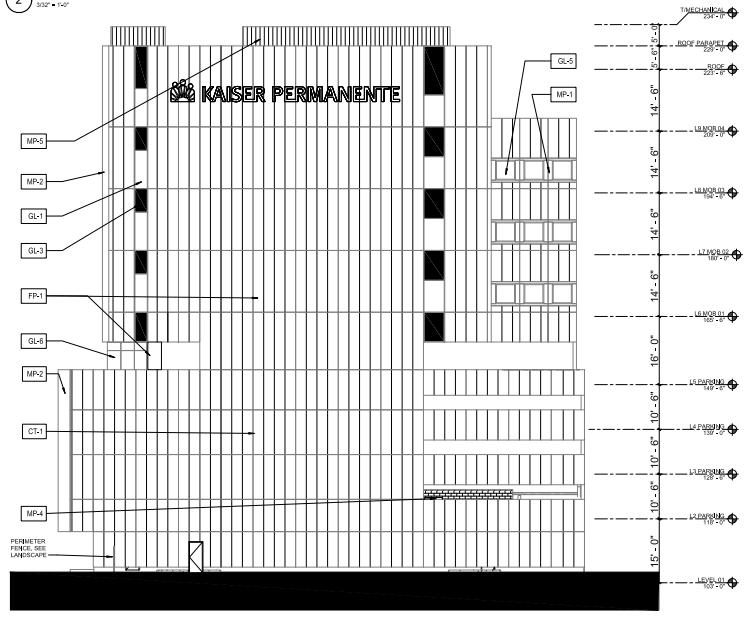


2 1345 N. VERMONT BLVD. WEST ELEVATION
3/32" = 1'-0"



1 1345 N. VERMONT BLVD. NORTH ELEVATION
3/32" = 1'-0"

COLOR AND MATERIAL LEGEND

GL-1	CURTAIN WALL SYSTEM WITH INSULATING GLAZING UNIT	FP-1	EIFS MODULAR FACADE PANELS	MP-1	MCM WINDOW TRIM
GL-2	CURTAIN WALL SYSTEM WITH INSULATING GLAZING UNIT AND CUSTOM FRIT PATTERN	FP-2	MODULAR FACADE PANELS WITH PHENOLIC PANEL RAIN SCREEN SYSTEM	MP-2	MCM CLADDING
GL-3	CURTAIN WALL SYSTEM WITH SHADOWBOX PANEL AND INSULATING GLAZING UNIT	CT-1	PAINTED ARCHITECTURAL CONCRETE WITH VERTICAL REVEALS	MP-3	VISUAL BARRIER - PAINTED ALUMINUM EXTRUSIONS
GL-4	CURTAIN WALL SYSTEM WITH SHADOWBOX PANEL AND INSULATING GLAZING UNIT WITH CUSTOM FRIT PATTERN	BW-1	CONCRETE BLOCK WALL, CEMENT PLASTER WITH EIFS FINISH	MP-4	ARCHITECTURAL LOUVER
GL-5	ALUMINUM WINDOWS WITH INSULATING GLAZING UNIT			MP-5	METAL PANEL CLADDING SYSTEM
GL-6	ALUMINUM WINDOW WALL WITH INSULATING GLAZING UNIT				

0' 5'-2" 10'-8" 21'-4" 42'-8"
SCALE: 3/32" = 1'-0"

SOURCE: HMC Architects, 2020

FIGURE III-1b
Site 1 - Elevations

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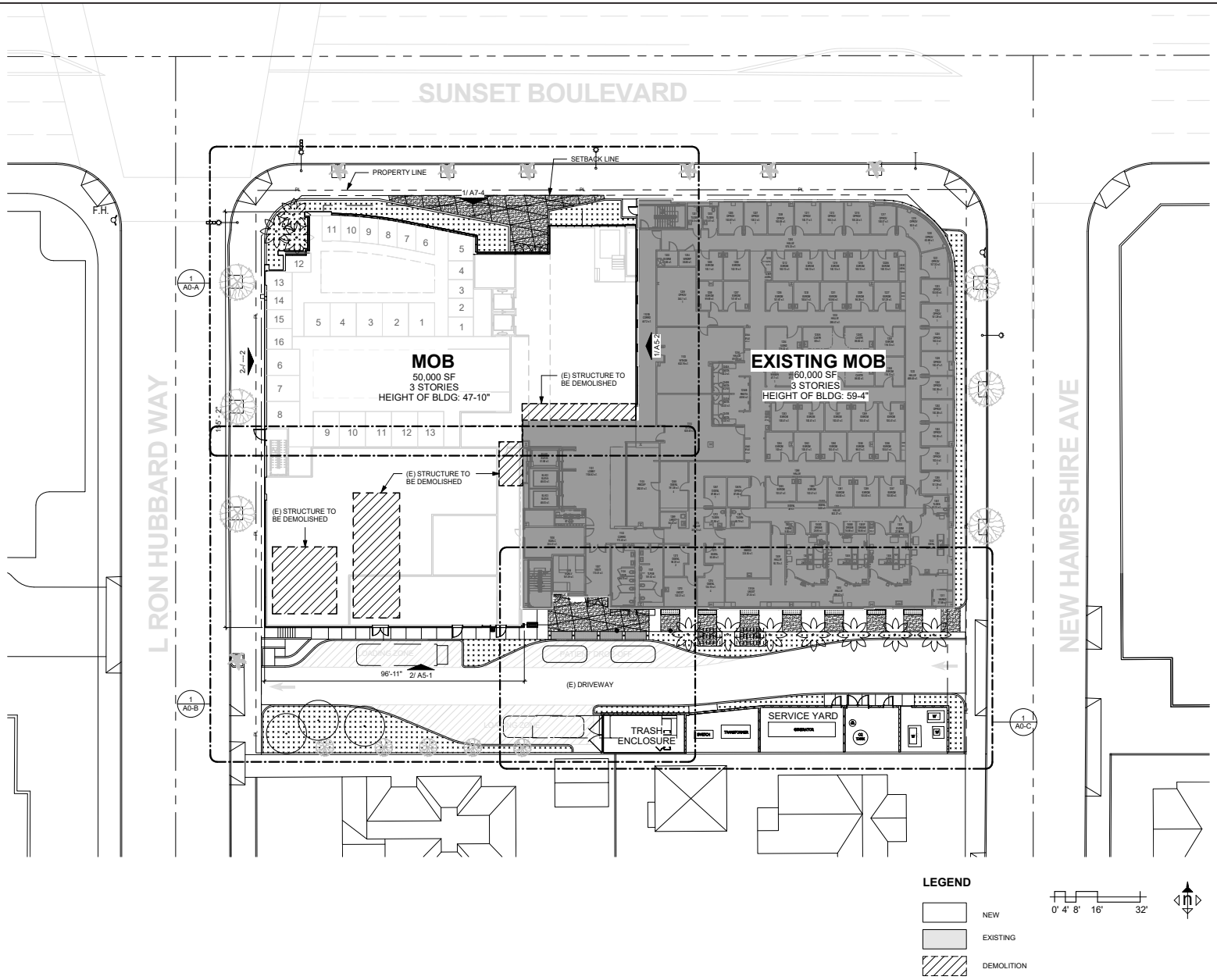

SOURCE: HMC Architects, 2020

FIGURE III-2a

Site 2 - Site Plan

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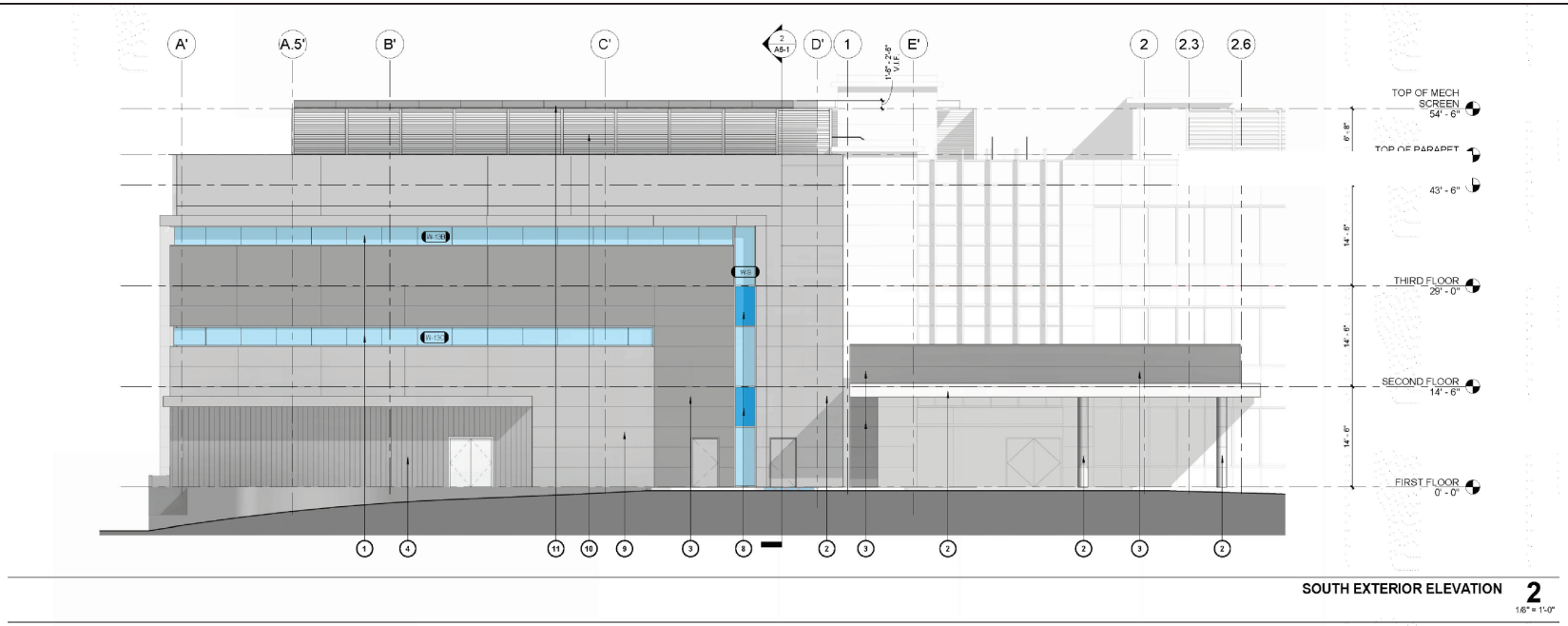

SOURCE: HMC Architects, 2020

FIGURE III-2b

Site 2 - Elevations

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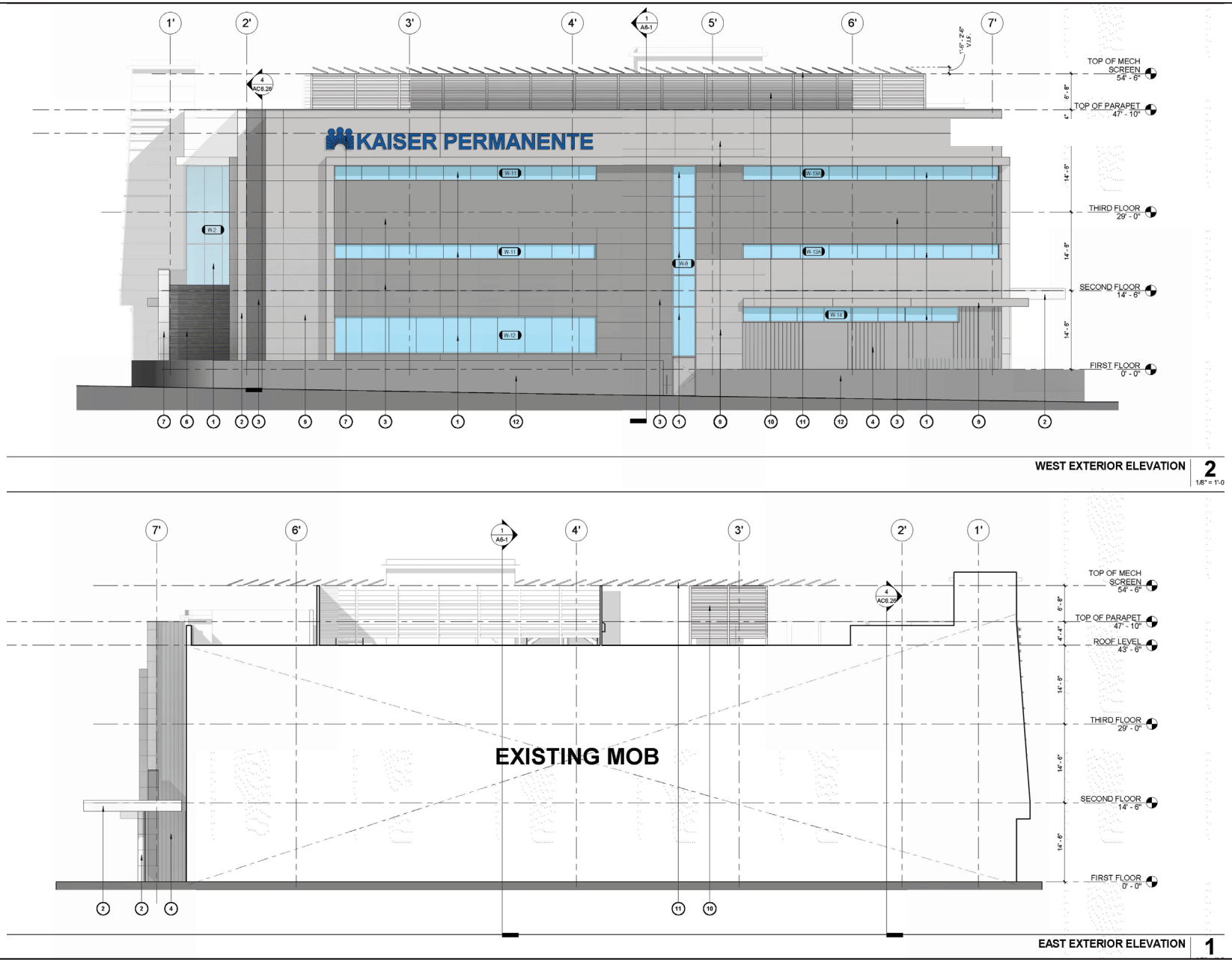

SOURCE: HMC Architects, 2020

FIGURE III-2c

Site 2 - Elevations

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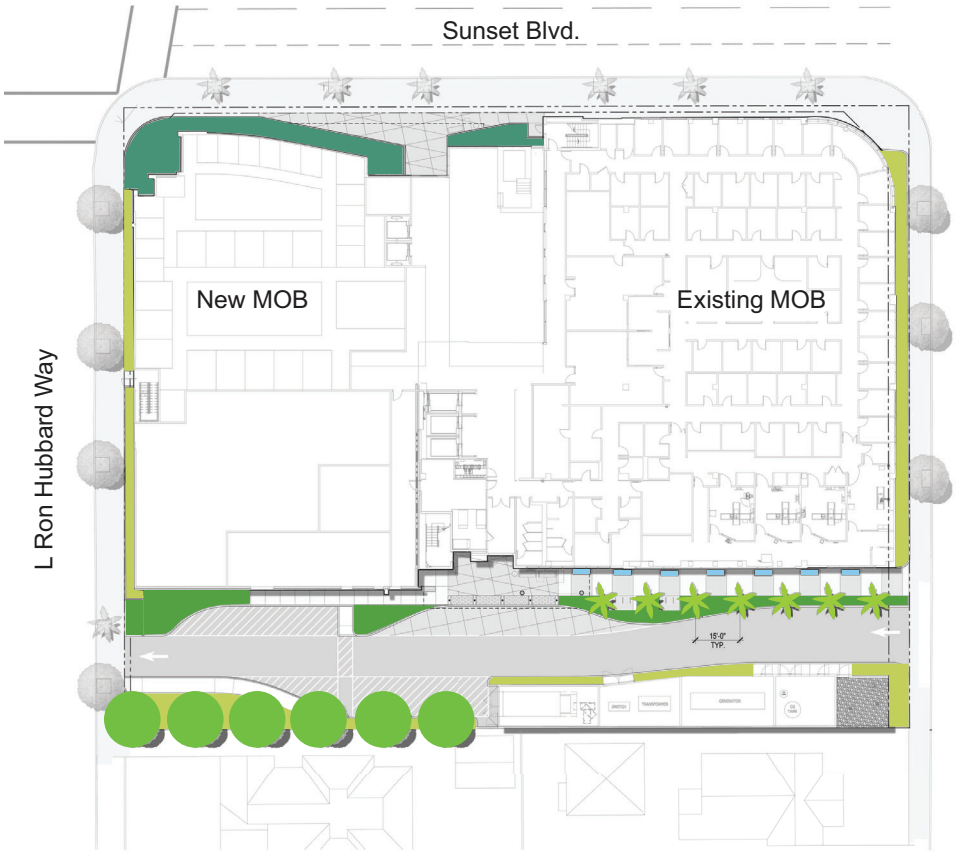

IRRIGATION NOTE

ALL IRRIGATION SHALL BE BELOW GRADE, PERMANENT, AND AUTOMATIC. LOW PRECIPITATION RATE DRIP SHALL BE USED FOR SHRUB AND GROUNDCOVER MATERIAL. TREES SHALL BE IRRIGATED BY BELOW GRADE ROOT WATERING SYSTEM. ALL LANDSCAPE AND IRRIGATION SHALL COMPLY WITH THE CITY OF LOS ANGELES MUNICIPAL CODE AND CALIFORNIA WATER EFFICIENT LANDSCAPE ORDINANCE GUIDELINES. THE ESTIMATED TOTAL WATER USE WILL NOT EXCEED THE MAXIMUM APPLIED WATER ALLOWANCE AS STATED IN THE ORDINANCE. WITHIN THE PROJECT'S IRRIGATION SYSTEMS, EQUIPMENT SUCH AS A WEATHER BASED CONTROLLER OR SOIL MOISTURE BASED CONTROLLER WILL BE INSTALLED. A MINIMUM OF (3) INCHES OF MULCH SHALL BE APPLIED ON ALL EXPOSED SURFACES OF PLANTING AREAS. STABILIZING MULCHING PRODUCTS SHALL BE USED ON SLOPES. ALL LANDSCAPING AND IRRIGATION WITHIN PROPERTY BOUNDARIES SHALL BE MAINTAINED BY THE PROPERTY OWNER.

North Entry Planting


Pittosporum tobira
Mock Orange


Agave attenuata
'Ray of Light'
Variegated Foxtail Agave


Dianella r. 'Little Rev'
Little Rev Flax Lilly


Lomandra l. 'Breeze'
Dwarf Mat Rush

Perimeter Planting


Dietes grandiflora
Fortnight Lily


Lantana m. 'Alba'
White Trailing Lantana


Cissus rhombifolia
Grape Ivy


Juncus patens
California Gray Rush

South Entry Planting


Myoporum p.
'Putah Creek'
Creeping Myoporum


Agave attenuata
'Ray of Light'
Variegated Foxtail Agave


Lomandra l. 'Breeze'
Dwarf Mat Rush

Planters


Dianella t. 'Variegata'
White Striped Flax Lily


Aeonium 'Mint Saucer'
Green Aeonium


Cissus rhombifolia
Grape Ivy

Trees


Afrocarpus gracilior
Fern Pine

Box size at installation: 24" Box
Size at installation: 9' x 4'
Mature height x width: 35' x 30'
Water Use: Moderate
Notes: Evergreen


Phoenix dactylifera
Date Palm

Box size at installation: 12' BTH
Size at installation: 12' x 6'
Mature height x width: 50' x 20'
Water Use: Low
Notes: Drought tolerant, Evergreen

0 10 20 40

SOURCE: HMC Architects, 2020

FIGURE III-2d

Site 2 - Landscape Plan

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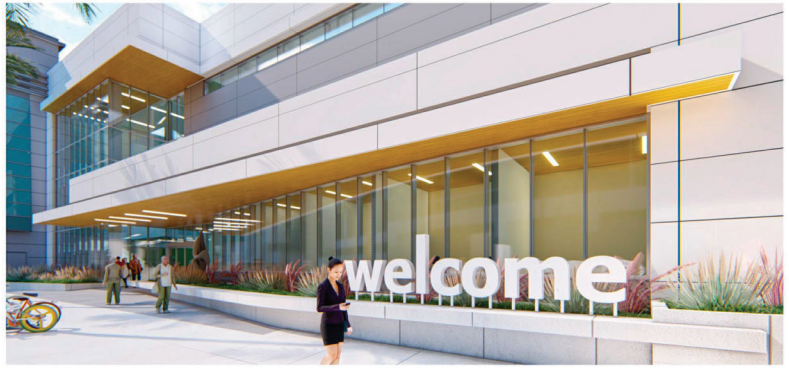
NORTH - CORNER VIEW

NORTH - MAIN VIEW



OUTDOOR - PUBLIC SQUARE

NORTH - MAIN ENTRY

INTERIOR - PUBLIC SQUARE

NORTH - VIEW FROM WEST

SOURCE: HMC Architects, 2020

FIGURE III-2e

Site 2 - Perspectives

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SOUTH - ROAD EXIT

SOUTH - ROAD ENTRY

SOUTH - MAIN ENTRY

NORTH - DUSK SUNSET

OVERALL - COMMUNITY

SOURCE: HMC Architects, 2020

FIGURE III-2f

Site 2 - Perspectives

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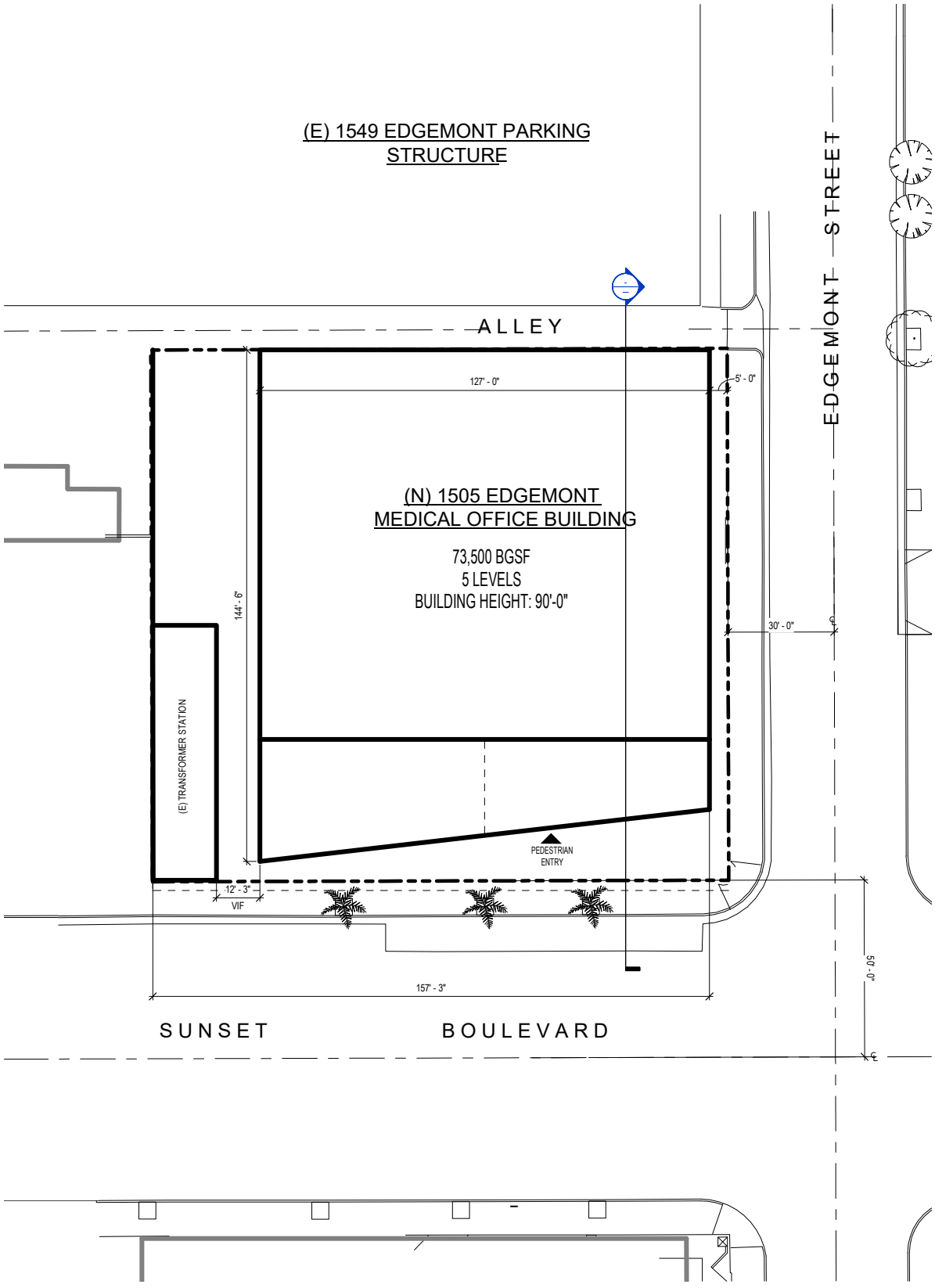

SOURCE: Perkins + Will, 2021

FIGURE III-3a

Site 3 - Site Plan Option A

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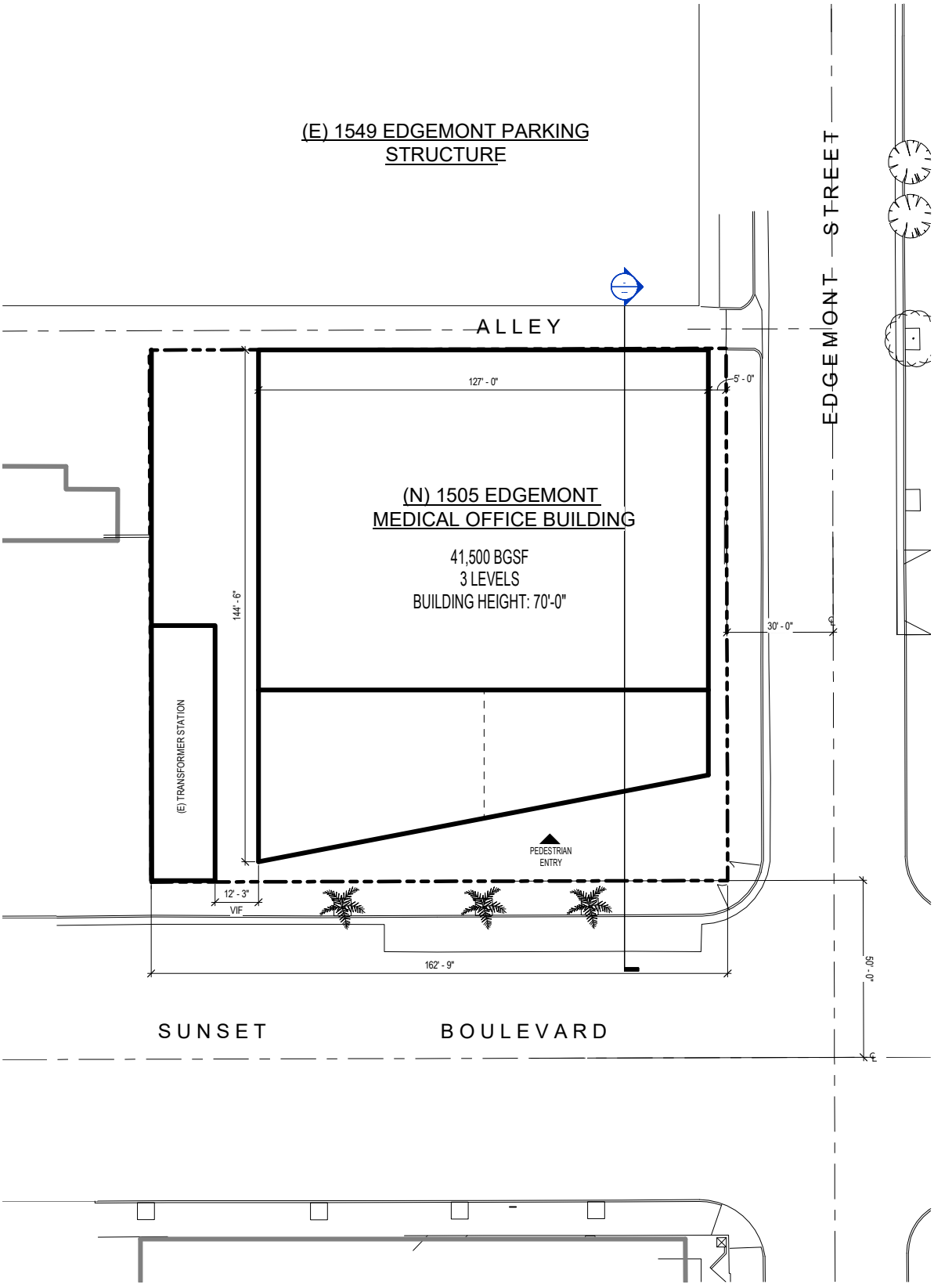

SOURCE: Perkins + Will, 2021

FIGURE III-3b

Site 3 - Site Plan Option B

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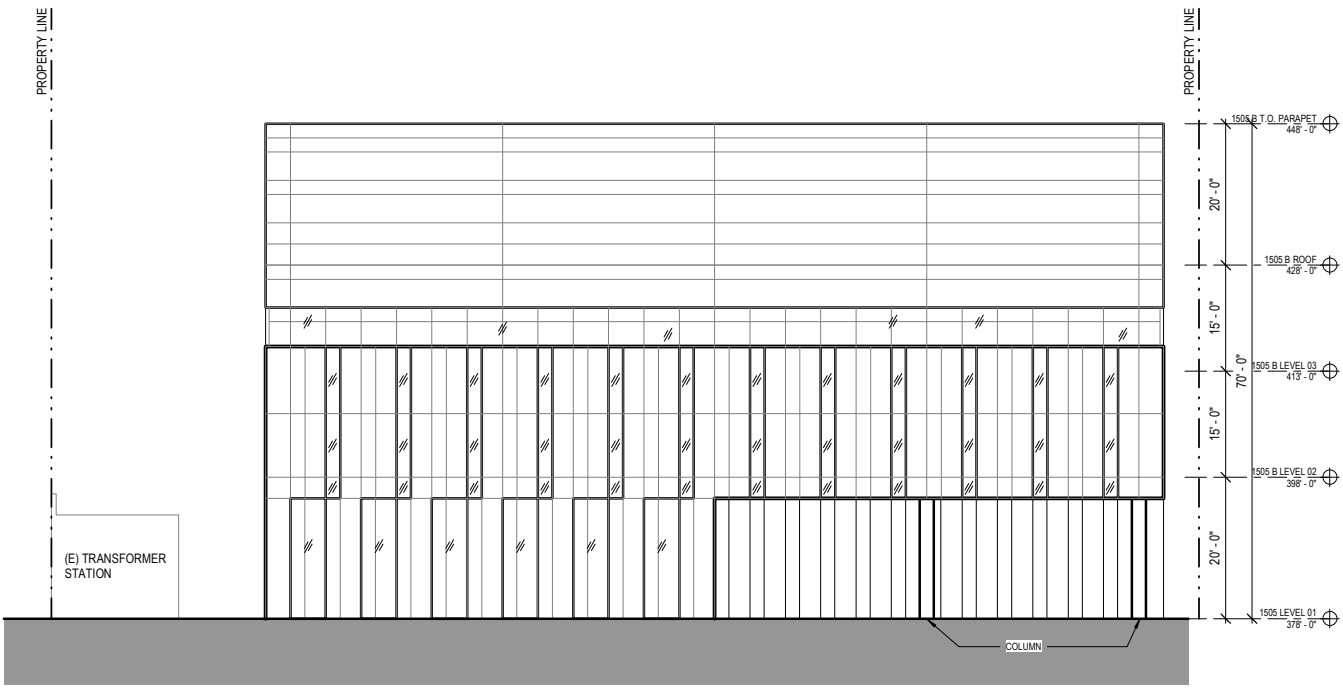

1 1505 EDGEMONT SOUTH ELEVATION - B
3/32" = 1'-0"

2 1505 EDGEMONT EAST ELEVATION - B
3/32" = 1'-0"

SOURCE: Perkins + Will, 2021

FIGURE III-3c
Site 3 - Elevations

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1 1505 EDGEMONT PERSPECTIVE - AERIAL B
NOT TO SCALE

2 1505 EDGEMONT PERSPECTIVE - EYE LEVEL B
NOT TO SCALE

SOURCE: Perkins + Will, 2021

FIGURE III-3d

Site 3 Option B - Perspectives

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Site 4 (1526 North Edgemont Street). Site 4 is currently developed with an existing eight-level (all above grade), 120,557-square-foot MOB, located at 1526 North Edgemont Street (see **Figures III-4a through III-4c**). Existing development would be demolished, and the services provided in this MOB would be relocated to Site 2. New construction on Site 4 will be conducted as a part of Phase 2, as detailed below. Demolition would occur from August 2022 to June 2023.

(2) Phase 2: Demolish and Replace the Parking Structure at Site 5, New MOB (Option A) or Hospital Addition (Option B) at Site 4

Phase 2 of the Project would commence in 2024 and be completed by 2028. Phase 2 would include the following demolition and new construction on Sites 4 and 5:

Site 4 (1526 North Edgemont Street). The previous MOB on Site 4, which would be demolished under Phase 1, would be replaced with either:

- *Option A – New MOB:* a six-level (5 above grade, 1 below grade), 177,300-square-foot MOB, with a maximum height of 105 feet, including rooftop structures (**Figure III-4a**, Site 4 Site Plan – Option A and Option B); or

- *Option B – Hospital Expansion:* a new six-level (5 above grade, 1 below grade) 177,300-square-foot addition, over one subterranean level of medical office uses, to the existing adjacent hospital at 4867 Sunset Boulevard, with a maximum height of 105 feet, including rooftop structures, and two pedestrian bridges to connect the addition to the existing hospital (Figure III-4a, Site 4 Site Plan – Option A and Option B). The existing hospital is 814,954 square feet and supports 492 beds. The Option B hospital expansion would support 105 additional beds.

To ensure a conservative environmental analysis, this EIR will analyze both the MOB option (Option A) and the hospital expansion option (Option B), but will draw impact conclusions from the worst-case scenario (i.e., the option with the maximum intensity of uses, which would result in the most environmental impacts). Based on intensity of uses, Option B was identified as the worst-case scenario. Construction of Option B would occur from January 2025 to November 2027.

Site 5 (1517 North Vermont Avenue). Site 5 is currently developed with a two- to three-level parking structure with MOB space inside. The building is 114,736 square feet, which includes 19,199 square feet of medical office space and 95,537 square feet of parking (186 parking spaces). Existing development would be demolished and replaced with a new, 10-level parking structure (8 above grade, 2 below grade) with 578 parking spaces and 2,300 square feet of ground floor retail/commercial space. The structure that would

be approximately 105 feet in height including rooftop structures (see **Figures III-5a through II-5d**). Construction would occur from January 2024 to December 2025.

(3) Phase 3: Construct Parking Structure Addition at Site 6 and Construct New Medical Offices on Site 3

Phase 3 of the Project would commence in 2028 and be completed by 2030. Phase 3 would include the following new construction on Sites 3 and 6:

Site 6 (4950 West Sunset Boulevard). Site 6 is currently developed with a six-level (all levels above grade) MOB parking structure, located at 4950 Sunset Boulevard, containing a total of 519 parking spaces. Existing development would remain, and a new, nine-level (all levels above grade) parking structure addition, containing 241 parking spaces, would be constructed on the south side of the existing parking structure. The structure. The structure would be approximately 90 feet in height (see **Figures III-6a through III-6c**). Construction would occur from January 2028 to April 2029.

Site 3 (1505 North Edgemont Street). A new MOB would be constructed at Site 3, where an existing MOB would be demolished during Phase 1. However, as previously mentioned, there is an Option A and Option B at Site 4, which will dictate whether Option A or Option B at Site 3 will be pursued.

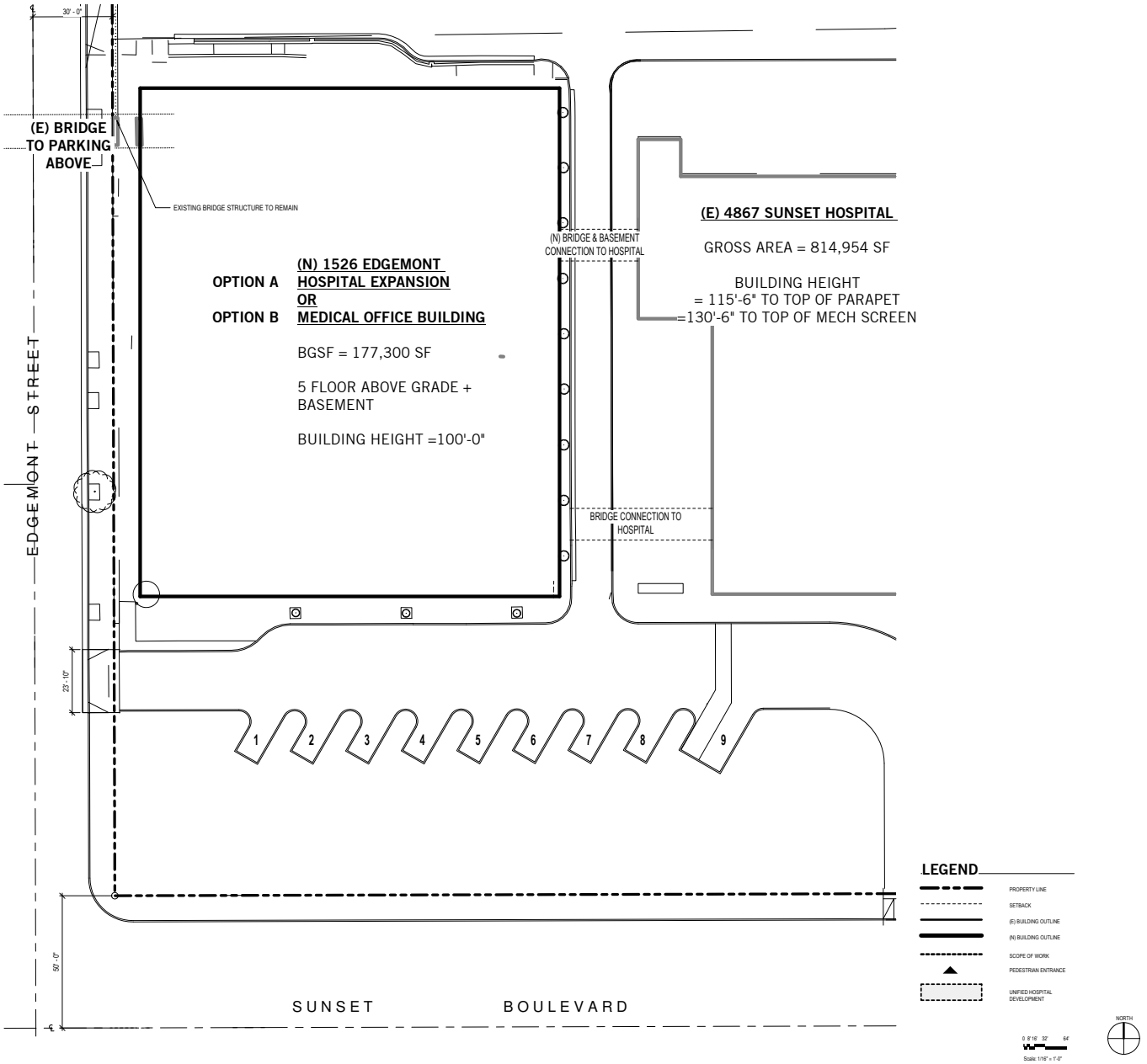
In the event Option A is chosen at Site 4, then Phase 3 of Project construction would proceed with Option A at Site 3.

- *Option A* – a three-level (all levels above grade), 41,500-square-foot MOB would be constructed, with a maximum height of 70 feet (Figure III-3a, Site 3 Site Plan – Option A).

If Option B is chosen at Site 4, then Phase 3 of Project construction would proceed with Option B at Site 3.

- *Option B* – a five-level (all levels above grade), 73,500-square-foot MOB would be constructed, with a maximum height of 90 feet (Figure III-3b, Site 3 Site Plan – Option B).

Based on square footage, Option B is analyzed as the worst-case scenario. Construction would occur from January 2029 to December 2029.



SOURCE: Perkins + Will, 2020

FIGURE III-4a

Site 4 - Site Plan Option A and Option B

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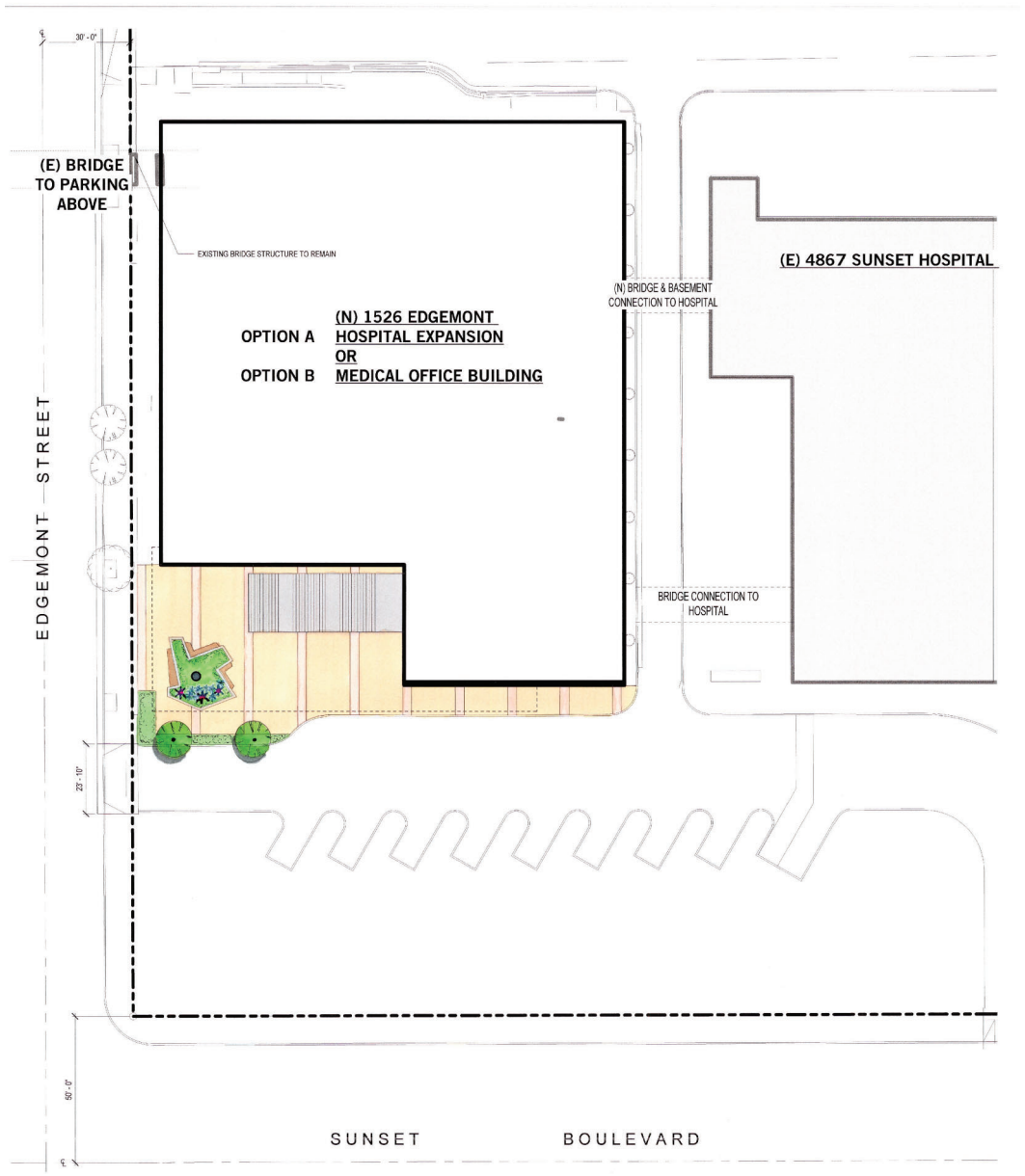

PLANT LEGEND

SYMBOL	DESCRIPTION			
	STREET PLANTING			
	TREES SUCH AS:			
	Cupaniopsis anacardioides	Carrot Wood	Evergreen	36" Box
	Hymenosporum flavum	Sweetshade	Evergreen	36" Box
	Podocarpus gracilior	Fern Pine	Evergreen	36" Box
	Tristania conferta	Brisbane Box	Evergreen	36" Box
	SHRUBS & GROUNDCOVERS SUCH AS:			
	Carissa macrocarpa 'Green Carpet'	Natal Plum	Evergreen	5 gal
	Coprosma 'Prostrata'	Mirror Plant	Evergreen	5 gal
	Pittosporum 'Wheeler's Dwarf'	Dwarf Pittosporum	Evergreen	5 gal
	PLANTERS			
	TREES SUCH AS:			
	Acer Palmatum 'Bloodgood'	Japanese Maple	Deciduous	36" Box
	Cercis canadensis 'Forest Pansy'	Eastern Redbud	Deciduous	36" Box
	Dombeya wallichii	Pink Ball Tree	Evergreen	24" Box
	Otatea acuminata aztecorum	Mexican Weeping Bamboo	Evergreen	24" Box
	Pseudosasa japonica	Arrow Bamboo (roof barriers)	Evergreen	24" Box
	Schefflera arboricola	Hawaiian Elf Schefflera	Evergreen	24" & 36" Box
	SHRUBS & GROUNDCOVERS SUCH AS:			
	Alglaonema commutatum	Chinese Evergreen	Evergreen	5 gal, 15 gal
	Calathea concinna	Coccina Prayer Plant	Evergreen	5 gal
	Crassula ovata	Jade Plant	Evergreen	1 gal, 5 gal
	Crassula ovata "Gollum"	Gollum Jade	Evergreen	5 gal
	Crassula ovata "Jitters"	Wave Leaf Jade Plant	Evergreen	5 gal
	Philodendron Xanadu	Xanadu Philodendron	Evergreen	5 gal
	Pittosporum 'Wheeler's Dwarf'	Dwarf Pittosporum	Evergreen	5 gal (not variegated)
	Zamioculcas zamiifolia	ZeeZee Plant	Evergreen	5 gal, 15 gal

SOURCE: Perkins + Will, 2020

FIGURE III-4b

Site 4 - Landscape Plan Option A and Option B

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1 1526 EDGEMONT PERSPECTIVE - AERIAL
NOT TO SCALE

2 1526 EDGEMONT PERSPECTIVE - EYE LEVEL
NOT TO SCALE

SOURCE: Perkins + Will, 2021

FIGURE III-4c
Site 4 - Perspectives

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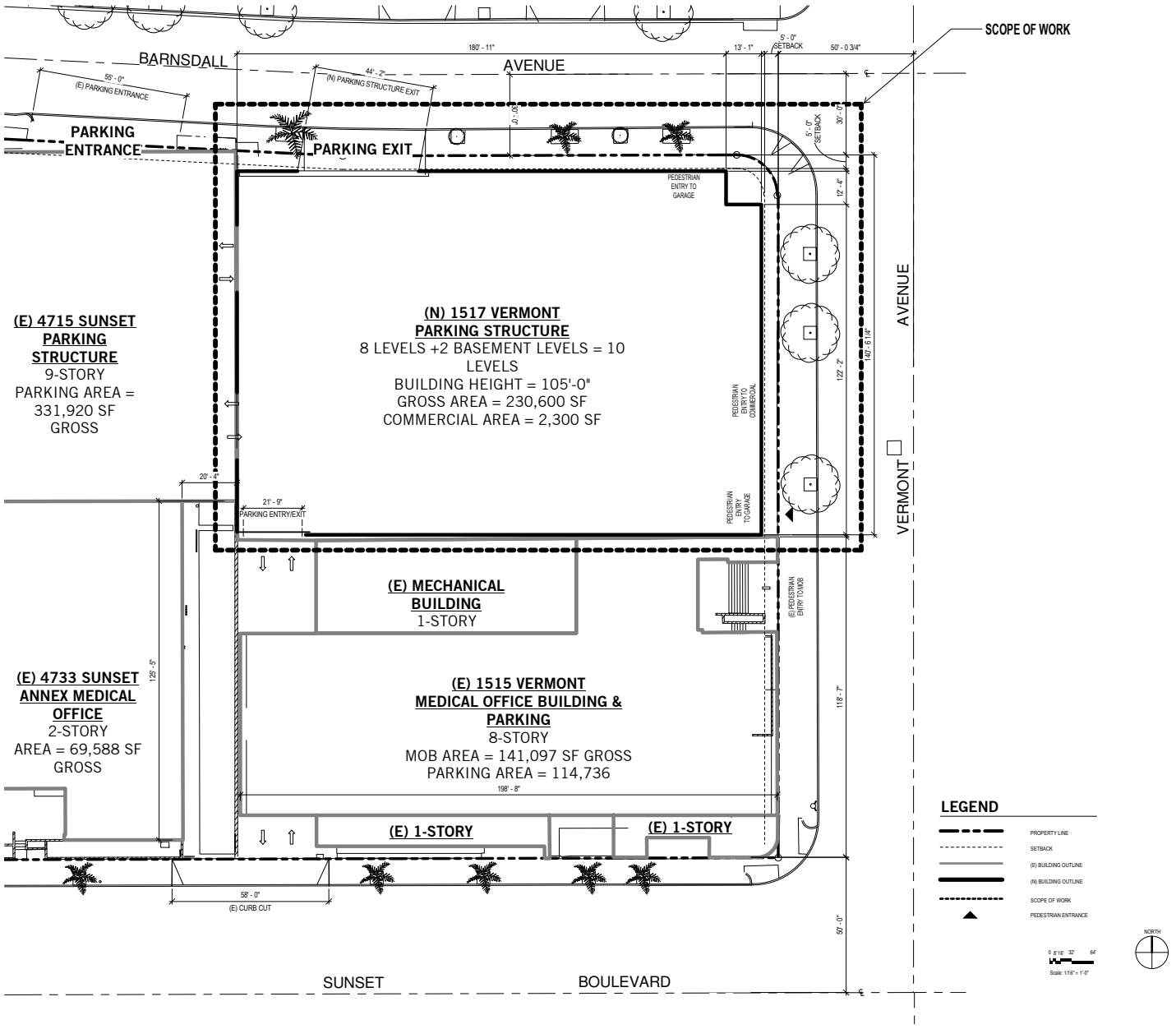

SOURCE: Perkins + Will, 2020

FIGURE III-5a

Site 5 - Site Plan

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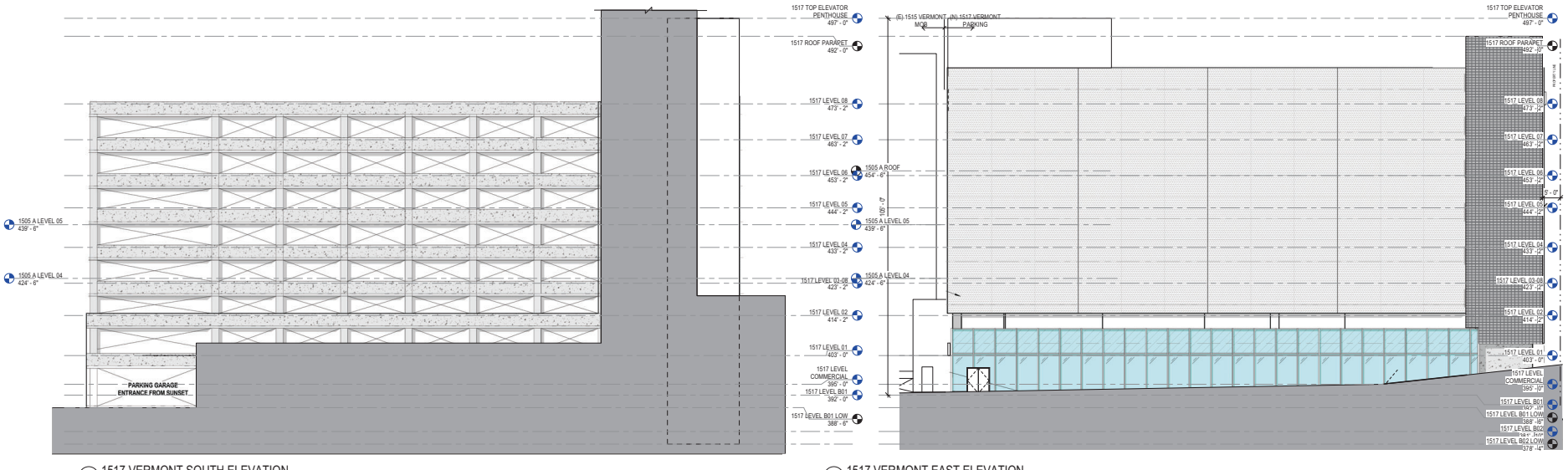
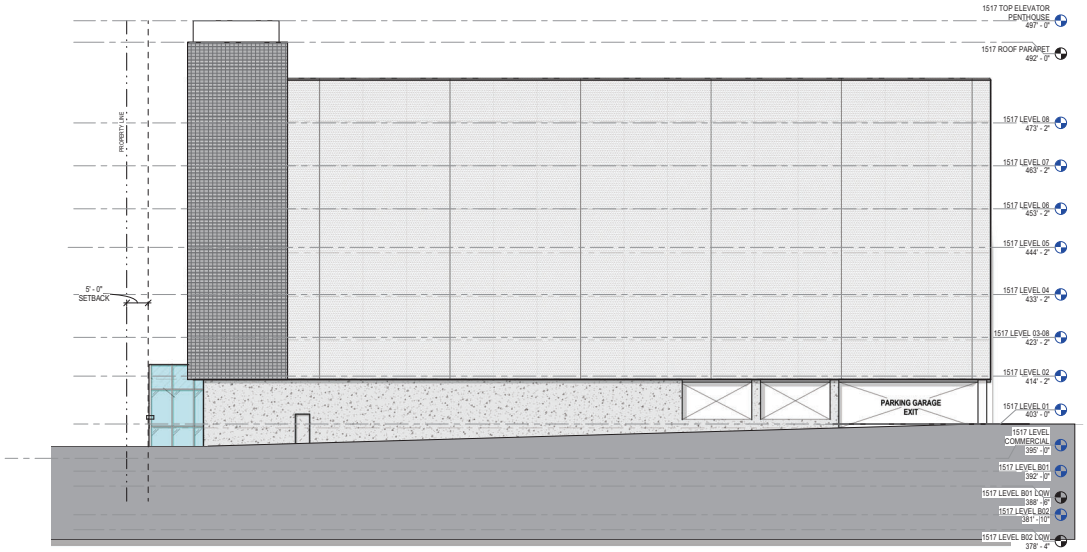
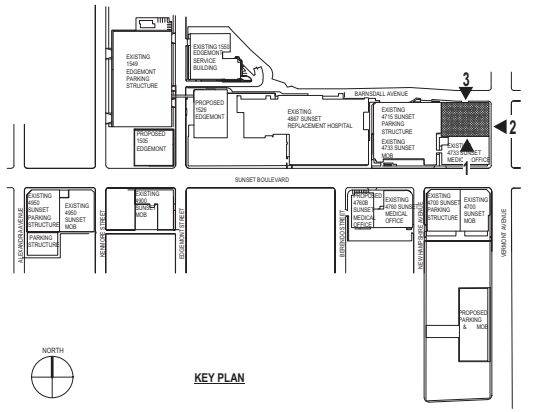


1 1517 VERMONT SOUTH ELEVATION
3/32" = 1'-0"

2 1517 VERMONT EAST ELEVATION
3/32" = 1'-0"



3 1517 VERMONT - NORTH ELEVATION
3/32" = 1'-0"



KEY PLAN

SOURCE: Perkins + Will, 2021

FIGURE III-5b

Site 5 - Elevations

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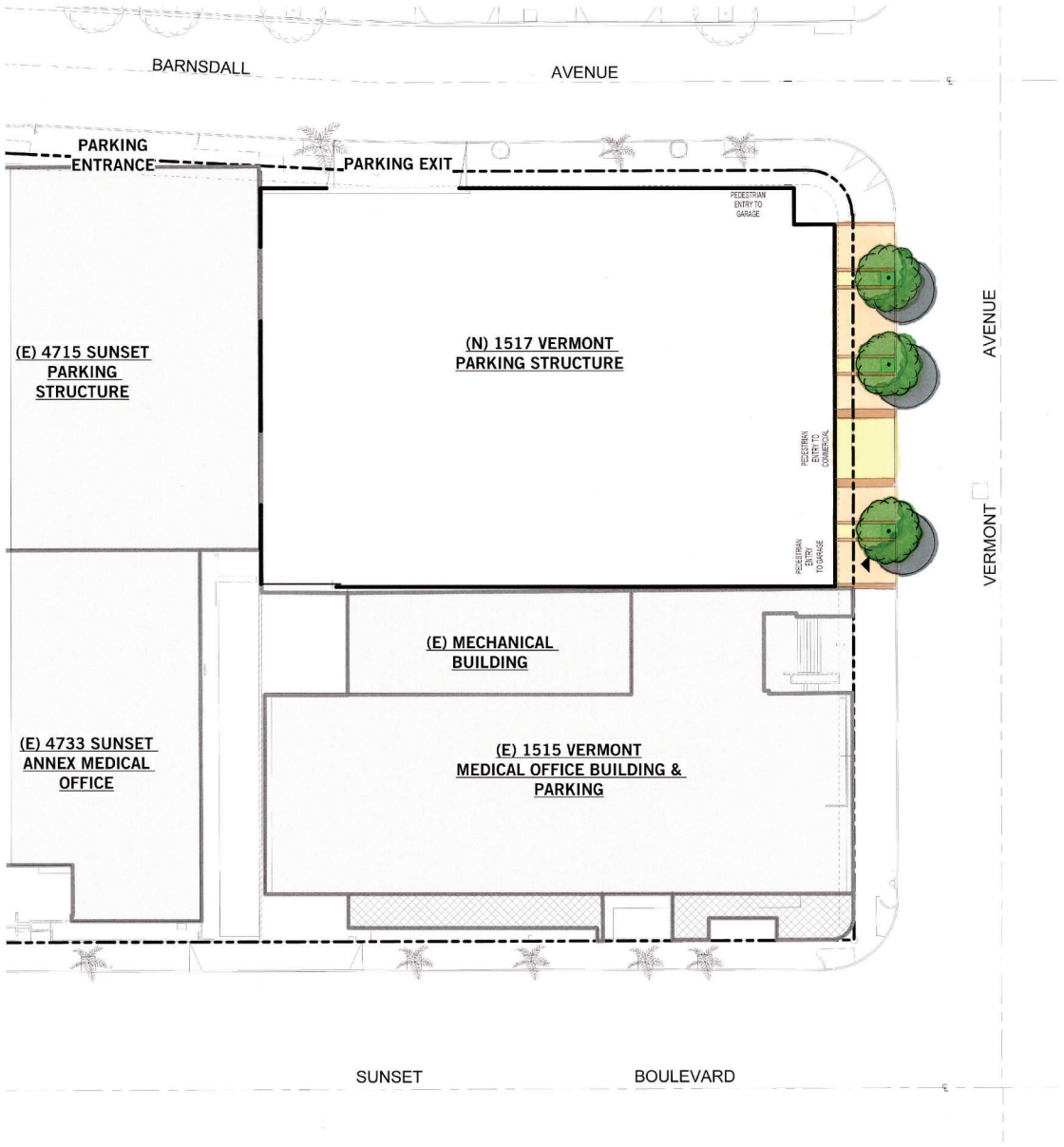
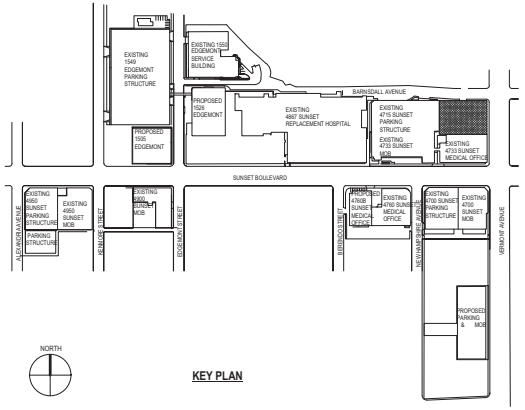


PLANT LEGEND

SYMBOL	DESCRIPTION			
	STREET PLANTING			
	TREES SUCH AS:			
	Cupaniopsis anacardioides	Carrot Wood	Evergreen	36" Box
	Hymenosporum flavum	Sweetshade	Evergreen	36" Box
	Podocarpus gracilior	Fern Pine	Evergreen	36" Box
	Tristania conferta	Brisbane Box	Evergreen	36" Box
	SHRUBS & GROUNDCOVERS SUCH AS:			
	Carissa macrocarpa 'Green Carpet'	Natal Plum	Evergreen	5 gal
	Coprosma 'Prostrata'	Mirror Plant	Evergreen	5 gal
	Pittosporum 'Wheeler's Dwarf'	Dwarf Pittosporum	Evergreen	5 gal
	PLANTERS			
	TREES SUCH AS:			
	Acer Palmatum 'Bloodgood'	Japanese Maple	Deciduous	36" Box
	Cercis canadensis 'Forest Pansy'	Eastern Redbud	Deciduous	36" Box
	Dombeya wallichii	Pink Ball Tree	Evergreen	24" Box
	Otatea acuminata aztecorum	Mexican Weeping Bamboo	Evergreen	24" Box
	Pseudosasa japonica	Arrow Bamboo (roof barriers)	Evergreen	24" Box
	Schefflera arboricola	Hawaiian Elf Schefflera	Evergreen	24" & 36" Box
	SHRUBS & GROUNDCOVERS SUCH AS:			
	Alglaonema commutatum	Chinese Evergreen	Evergreen	5 gal, 15 gal
	Calathea concinna	Coccina Prayer Plant	Evergreen	5 gal
	Crassula ovata	Jade Plant	Evergreen	1 gal, 5 gal
	Crassula ovata "Gollum"	Gollum Jade	Evergreen	5 gal
	Crassula ovata "Jitters"	Wave Leaf Jade Plant	Evergreen	5 gal
	Philodendron Xanadu	Xanadu Philodendron	Evergreen	5 gal
	Pittosporum 'Wheeler's Dwarf'	Dwarf Pittosporum	Evergreen	5 gal (not variegated)
	Zamioculcas zamiifolia	ZeeZee Plant	Evergreen	5 gal, 15 gal



KEY PLAN

SOURCE: Perkins + Will, 2021

FIGURE III-5c

Site 5 - Landscape Plan

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1 1517 VERMONT PERSPECTIVE - AERIAL
NOT TO SCALE

2 1517 VERMONT PERSPECTIVE - EYE LEVEL
NOT TO SCALE

SOURCE: Perkins + Will, 2021

FIGURE III-5d
Site 5 - Perspectives

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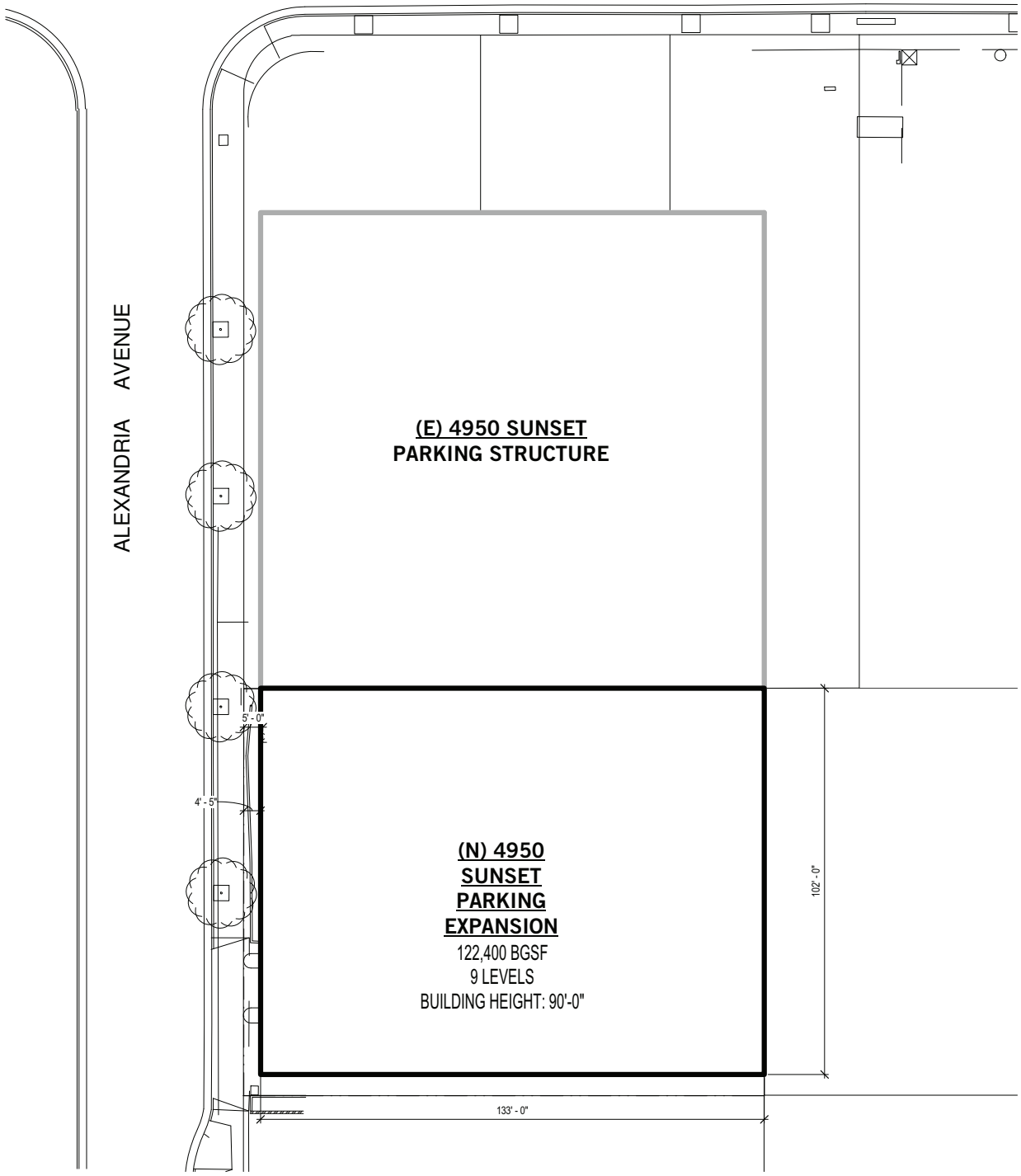

SOURCE: Perkins + Will, 2020

FIGURE III-6a
Site 6 - Site Plan

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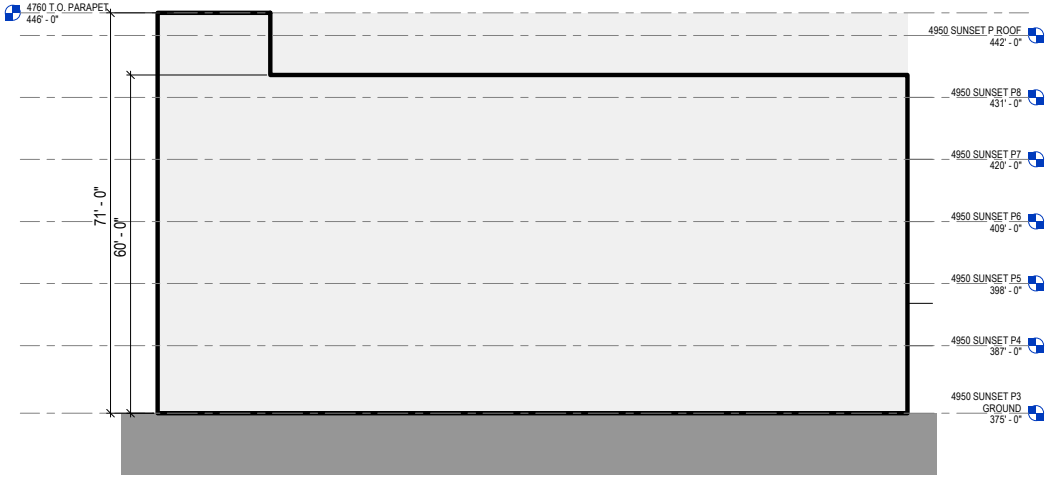
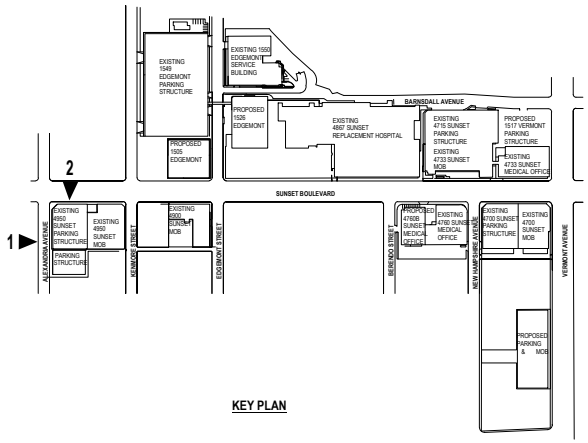
1 4950 SUNSET - WEST ELEVATION
3/32" = 1'-0"



2 4950 SUNSET - NORTH ELEVATION
3/32" = 1'-0"



SOURCE: Perkins + Will, 2021

FIGURE III-6b
Site 6 - Elevations

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1 4950 SUNSET PERSPECTIVE - EYE LEVEL
NOT TO SCALE

SOURCE: Perkins + Will, 2021

FIGURE III-6c
Site 6 - Perspective

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TABLE III-1
PROJECT SUMMARY TABLE

Existing Uses to be Removed	Proposed Construction
Phase 1 (2020–2024)	
Site 1 (1345 North Vermont Avenue; 1326/1328 North New Hampshire Avenue; 1317, 1321, and 1325 North Vermont Avenue; 1329/1331 North Vermont Avenue; and 1337/1339 North Vermont Avenue): New MOB and Parking Structure	
• 15,113 sf of one- or two-level (all above grade) commercial and residential structures (5 structures in total) • Surface parking lots with 47 parking spaces	• MOB (130,000 sf) • 562-stall parking structure (302,800 sf) • 129 feet in height (13 levels; 9 above grade, 4 below grade)
Site 2 (4760 Sunset Boulevard): Procedure Center Addition	
• 39 surface parking spaces	• 50,000-sf Procedure Center addition to an existing MOB at 4760 Sunset Boulevard (for a total of 110,000 sf of medical office space at this property); 6 parking spaces to remain • 80 feet in height (4 levels; all above grade)
Site 3 (1505 North Edgemont Street): Demolition of an Existing MOB	
• 79,356-sf MOB and 15,077-sf parking area with 47 parking spaces (surface and below grade) • 103 feet in height (7 levels; 6 above grade, 1 below grade)	• New construction at this Site to occur during Phase 3
Site 4 (1526 North Edgemont Street): Demolition of an Existing MOB	
• 120,557-sf MOB • 105 feet in height (8 levels; all above grade)	• New construction at this Site to occur during Phase 2
Total Demolition: 230,103 sf	**Total Construction: 482,800 sf**
Total Parking Removed: 133	**Total Parking New: 568**
Phase 2 (2024–2028)	
Site 5 (1517 North Vermont Avenue): New MOB and Parking Structure	
• 19,199 sf of MOB space inside the parking structure and 114,736 sf of parking area with 186 spaces • 4 levels (2 above grade, 2 below grade)	• 230,600-sf parking structure with 578 parking spaces • 2,300 sf of ground floor retail/commercial space • 105 feet in height (10 levels, with 8 above grade, 2 below grade)

TABLE III-1
PROJECT SUMMARY TABLE

Existing Uses to be Removed	Proposed Construction
Site 4 (1526 North Edgemont Street): Reconstructed MOB or Hospital Addition	
• Demolition at this Site to occur during Phase 1	Option A • 177,300-sf MOB • 105 feet in height (6 levels, with 5 above grade, 1 below grade) Option B • 177,300-sf, 105-bed hospital addition and bridge connections to existing hospital • 100 feet in height (6 levels, with 5 above grade, 1 below grade)
Total Demolition: 133,935 sf **Total Parking Removed: 186**	**Total Construction: 410,200 sf** **Total Parking New: 578**
Phase 3 (2028–2030)	
Site 6 (4950 West Sunset Boulevard): Parking Structure Addition	
• Existing surface parking area and temporary, single-level trailer	• 241-stall parking structure addition to the 4950 Sunset Boulevard parking structure (122,400 sf) • 90 feet in height (9 levels; all above grade)
Site 3 (1505 North Edgemont Street): New Medical Offices	
• Demolition at this Site to occur during Phase 1	Option A • 41,500-sf MOB • 70 feet in height (3 levels; all above grade) Option B • 73,500-sf MOB • 90 feet in height (5 levels; all above grade)
Total Demolition: N/A **Total Parking Removed: N/A**	**Total Construction: 41,500 sf (Option A)** **73,500 sf (Option B)** **Total Parking New: 241**
Project Totals	
Building and Parking Structure Square Footage	
Total demolition	364,038 sf
Total new construction	**934,500 sf (Option A) (401,100 non-parking)** **966,500 sf (Option B) (433,100 non-parking)**
Net increase	570,462 sf (Option A) 602,462 sf (Option B)

TABLE III-1
PROJECT SUMMARY TABLE

Existing Uses to be Removed	Proposed Construction
Parking	
Total removed	319 spaces
Total new	**1,387 spaces**
Net increase	1,068 spaces

SOURCE: Kaiser Permanente.
NOTES: MOB = Medical Office Building; sf = square foot/feet.
The numbers in this table are approximates and have been rounded.

b) Access, Circulation, and Parking

Existing access, circulation, and parking at the Project Site is characterized in Section II.2 of this Draft EIR. Proposed access, circulation, and parking for the Project Site is described below and categorized based on the site numbers shown on Figure II-4. As shown in Table III-1, the Project would result in a net increase in 1,068 parking spaces at the Medical Center campus. Overall, changes in access and circulation associated with the proposed Project would be minor to negligible. Changes in access, circulation, and parking would occur within each Site and, therefore, would not involve changes to nearby roadways or intersections.

(1) Site 1

During Phase 1 of the proposed Project, the existing surface parking, commercial structures, and residential structures at Site 1 would be replaced with a Kaiser Permanente parking structure and an MOB. After development, Site 1 would have 562 parking spaces in a new parking structure. To access the parking structure, a drive aisle would be established across Site 1, spanning east–west from North Vermont Avenue to North New Hampshire Avenue and providing ingress/egress from driveways on both North Vermont Avenue and North New Hampshire Avenue. The drive aisle would bifurcate the first floor of the building proposed for Site 1. A drop-off area and an entrance/exit to the parking structure would be situated along the drive aisle. Pedestrian entrances to the building would be located near the drop-off area and from the North Vermont Avenue sidewalk. See Figure III-1a.

(2) Site 2

Under the proposed Project, a majority of the existing surface parking lot at Site 2 would be redeveloped with the proposed Procedure Center addition, with the exception of up to six parking spaces at the rear of the Site, which would remain. The existing driveways along L Ron Hubbard Way and North New Hampshire Avenue would remain in place and would provide access to the Site. A drive aisle would connect the two driveways, and a drop-off area would be established along this drive aisle. The existing pedestrian entrance to the MOB along Sunset Boulevard and at the rear of the building would remain in place. See Figure III-2a.

(3) Site 3

During Phase 1 of the proposed Project, the existing parking areas at Site 3 would be removed. During Phase 3, the Site would be redeveloped with an MOB. One pedestrian entry to the new MOB would be re-established at the southeast corner of North Edgemont Street and Sunset Boulevard. See Figures III-3a and III-3b.

(4) Site 4

No existing parking is located at Site 4; as such, development at Site 4 would not result in the removal of parking areas, driveways, or other elements associated with vehicular circulation. The existing bridge between the MOB at Site 4 and the parking structure to the west across North Edgemont Street would remain in place. Additional pedestrian bridges would be established connecting the new MOB or hospital expansion to the main hospital building. Construction would occur during Phase 2. See Figure III-4a.

(5) Site 5

During Phase 2 of the Project, the existing four-level parking structure containing 186 parking spaces would be removed and replaced with a new 105-foot, 10-level (eight above grade, two below grade) parking structure containing 578 parking spaces. The new parking structure at Site 5 would be connected to an existing Kaiser parking structure to the west (the 4715 Sunset Boulevard parking structure) via openings along the eastern wall of the new structure. Vehicles would enter the new parking structure via the existing entrance to the 4715 Sunset Boulevard parking structure along East Barnsdall Avenue, and would exit via a driveway at Site 5, also along East Barnsdall Avenue. Pedestrian entrances would be provided along North Vermont Avenue and along East Barnsdall Avenue. There would also be an internal pedestrian connection linking the new parking structure to the MOB that is located to the south of Site 5, at 1515 North Vermont Boulevard. See Figure III-5a.

(6) Site 6

The existing surface parking at Site 6 would be removed and replaced with an extension of the parking structure to the north, at 4950 West Sunset Boulevard. The parking structure extension would support 241 parking spaces. Consistent with existing conditions, ingress/egress would continue to be provided via the existing driveway along North Alexandria Avenue. See Figure III-6a.

c) Landscaping and Open Space

As most of the Sites are fully developed, existing and proposed landscaping is generally confined to planters along Site perimeters and street trees along adjacent sidewalks. For the purposes of this analysis, trees regulated under LAMC Section 46.02 shall be referred to as "protected trees" and trees regulated under LAMC Section 62.169 shall be referred to as "street trees." The Project Site contains one Southern California native species, a coast live oak (*Quercus agrifolia*), located east of Site 4, which is considered a "protected tree" per the City's Protected Tree Ordinance. In addition, 114 existing street trees are located in the public right-of-way. Therefore, the Project Site contains 1 City-protected tree, 114 street trees, and 209 non-protected trees. It is estimated that 89 trees will require removal, and the remaining 235 trees will be preserved in place. The 89 potential tree impacts are comprised of 69 trees on site and 20 trees within the public right-of-way. The one identified coast live oak will not be impacted by the proposed Project. See Section IV.C, Biological Resources, of this Draft EIR for further details on protected trees.

Upon development of the proposed Project, new landscaping would be installed at all six building sites. The landscaping plans for each building site are summarized below.

(1) Site 1

All of the existing ornamental trees within Site 1 would be removed during Phase 1 of the Project, with the exception of trees located along North Vermont Avenue. Six trees would remain in place and 16 trees would be removed. None of these trees are protected. Within the Site, landscaping planters would be established along North Vermont Avenue and within the proposed drop-off area. New street trees would be established along the Site as necessary in accordance with the SNAP: a row of trees would be planted along the driveway extending from North New Hampshire Avenue, and evergreen trees and hedges would be planted along Site 1's western boundaries, separating the new building from the adjacent residential properties.

(2) Site 2

Some tree removal would occur within the Site, primarily along the southern border and within the existing surface parking lot. No trees to be removed are protected. Forty-four

trees would remain in place and 25 would be removed. Additional trees would be added to augment the existing landscaping along the Site's northern and western borders. The majority of the existing street trees along the Site's western border (L Ron Hubbard Way) and along the Site's northern border (Sunset Boulevard) would remain in place. Landscaping planters would be installed along the Site's paved entryway off Sunset Boulevard and within the drop-off area, drive aisle, and surface parking to the south of the existing and proposed buildings at Site 2. Several trees would be installed near the parking spaces, and trees and hedges would be installed to separate the drive aisle and parking area from the residential properties to the south.

(3) Site 3

Development at Site 3 would occur during Phase 3 of the proposed Project, which is anticipated to occur between 2028–2030. As such, specific landscaping plans would be developed at a future time. However, new landscaping at Site 3 is expected to be minimal since a majority of Site 3 would be occupied by the proposed medical offices. Landscaping would be limited to street trees and plantings that could be installed on the building itself (such as a vegetated wall). Three trees along the Site's Sunset Boulevard frontage would be removed. There are no other existing trees or landscaping on the Site that would be removed.

(4) Site 4

The existing on-site landscaping trees along the south and east sides of the existing MOB would be removed, for a total of 24 trees. One Southern California native species, a coast live oak, which is considered a "protected tree" per the City's Protected Tree Ordinance, is located within an existing courtyard of the 4867 Sunset Boulevard building, east of Site 4. This tree is not planned for removal (refer to Section IV.C, Biological Resources, of this Draft EIR for a detailed analysis). Otherwise, no protected trees are located on Site 4. Seventy-eight street trees along Sunset Boulevard and North Edgemont Street would remain. The conceptual landscape design for the Site consists of additional street trees along North Edgemont Street and planters, outdoor seating, and trees installed along the southern section of the Site near the MOB entrance.

(5) Site 5

The conceptual landscape design for the Site consists of a vegetated green roof that would be installed along the eastern edge of the proposed structure. The green roof would be approximately 3,000 sf and planted with grasses and succulents. Ten of the existing street trees along North Vermont Avenue and East Barnsdall Avenue would be removed and replaced with new street trees. Twenty-one trees located along Barnsdall Avenue would remain in place.

(6) Site 6

All eleven on-site trees located south of the existing 4950 Sunset Boulevard parking structure would be removed. Fifteen trees would remain in place. Development at Site 6 would occur during Phase 3 of the proposed Project, which is anticipated to occur between 2028 and 2030. As such, specific landscaping plans would be developed at a future time. However, because the Site would be developed with a parking structure addition, landscaping is expected to be minimal and would likely be limited to street trees along North Alexandria Avenue. The existing street trees along North Alexandria Avenue would remain in place.

d) Lighting and Signage

Project lighting would include architectural lighting for the buildings and exterior lights adjacent to buildings and along pedestrian walkways and entryways for aesthetic, security, and wayfinding purposes. All Project lighting would comply with current energy standards. Exterior lighting would be automatically controlled via occupancy sensors, photo sensors, and/or timers to illuminate only when required. Interior lighting would also be equipped with occupancy sensors and/or timers that would be controlled based on room occupancy, which would reduce the amount of light emanating from the proposed buildings. All exterior and interior lighting would meet energy efficiency requirements, such as use of light-emitting diode (LED) technology. All light sources would be shielded and/or directed towards the area that is intended for illumination, thereby minimizing spillover onto adjacent properties.

The Project includes a signage program that has been designed to be aesthetically compatible with the proposed architectural style of the new buildings and the existing buildings to remain, as well as the design of the existing signage to remain. Proposed signage would include building identification signs, logo signs for Kaiser Permanente, directional signs, orientation kiosks with maps and directories, welcome signs, parking entrance signs, pedestrian entrance signs, tenant brand signs for the commercial uses, and an entry monument situated along Sunset Boulevard, in front of the existing hospital building. Sign types would include internally illuminated lettering installed on building façades or above entryways, internally illuminated directional signage or projecting signs mounted to the sides of buildings, pillar signs, and small wall-mounted pedestrian-level signs.

The proposed signage program would require a Specific Plan Amendment to the Specific Plan to allow for signs that are currently prohibited or limited by Specific Plan provisions. The proposed Amendment would involve revising the Specific Plan to allow off-site directional signs that provide directions and monument signs. Allowing for directional signage would improve traffic flow on the streets and in the neighborhoods surrounding the Medical Center campus. Directional signage would also reduce traffic and pedestrian

safety hazards by ensuring that drivers and pedestrians are well directed and not distracted by searching for the appropriate building.

e) Sustainability Features

The Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and the California Green Building Standards Code. These standards would reduce energy use, water use, waste generation, and greenhouse gas emissions and would minimize impacts on natural resources and infrastructure.

The proposed buildings would also be designed and constructed to incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council's LEED Rating System, or other equivalent green building standards. Such LEED features would include energy-efficient structures, a pedestrian- and bicycle-friendly site design, and water conservation measures. LEED standards would be incorporated in order to reduce energy and water usage and, thus, would minimize associated greenhouse gas emissions. The proposed Project would incorporate an environmentally sustainable design using green building technologies as identified in the principles for energy efficiency, water conservation, environmentally preferable building materials, and overall waste reduction. Sustainability features of the Project are detailed below.

(1) Energy Conservation and Efficiency

The following design elements would be incorporated into new buildings to support energy conservation and efficiency:

- Buildings would be constructed with cool roofs, which reflect sunlight and absorb less heat than standard roofing systems. Windows would be made with insulating glass. These features would minimize the need for cooling and heating in the proposed buildings.

- Buildings would be constructed with renewable energy capabilities, which may reduce the amount of nonrenewable energy required by the buildings. (This would be accomplished through installing solar panels or by constructing the buildings to be capable of supporting solar panels at a future time.)

- Use of LED lighting.

- Exterior lighting would be automatically controlled via occupancy sensors, photo sensors, and/or timers to illuminate only when required. Interior lighting would also be equipped with occupancy sensors and/or timers that would be controlled based on room occupancy. These measures would ensure that lighting is used only when necessary.

- All light sources would be shielded and/or directed towards the area that is intended for illumination.

(2) Water Conservation

Water conservation features include a range of techniques that enhance Site sustainability. The following list summarizes water conservation features that would be implemented as part of the overall Project.

- High-efficiency toilets with a flush volume of 1.0 gallon of water per flush or less

- No-flush urinals, with 1.0 gallon of water used for automatic rinsing every 72 hours

- Showerheads with a flow rate of 1.0 gallon per minute or less

- Domestic water heating systems located proximate to the point(s) of use, or a central plant service, based on which system is determined to be most efficient

- Tankless and on-demand water heaters, where appropriate

- Drip/subsurface irrigation and micro sprays (micro sprays apply water only where it is needed, to reduce water waste)

- Use of proper hydro-zoning and zoned irrigation (a method that groups plants with similar water requirements in the same areas of a Site to minimize irrigation)

- Water-efficient landscaping (40 percent of plants would be drought tolerant)

(3) Water Quality Considerations

Stormwater runoff would be reduced through the installation of landscaped areas throughout the Project Site. Stormwater best management practices (BMPs) required under the City's Low-Impact Development Ordinance would reduce Site runoff and would reduce pollutants in the runoff. During construction of the Project, BMPs would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects. The following list of BMPs would be implemented as part of the Project:

- Silt fences and/or fiber rolls installed along limits of work and/or the Project construction Site
- Stockpile containment and exposed soil stabilization structures (such as visqueen plastic sheeting, fiber rolls, gravel bags and/or hydroseed)
- Runoff control devices (such as fiber rolls, gravel bag barriers/chevrons, etc.) used during construction phases conducted during the rainy season
- Wind erosion (dust) controls
- Tracking controls at the Site entrance, including regular street sweeping and tire washes for equipment
- Prevention of fluid leaks (inspections and drip pans) from construction vehicles
- Materials pollution management
- Proper waste/trash management
- Regular inspections and maintenance of BMPs

(4) Solid Waste

Buildings would be constructed using recycled materials, rapidly renewable materials, and/or regionally available materials, to the fullest extent possible. At least 50 percent of construction waste would be recycled.

(5) Transportation

The Project Site is located within a Transit Priority Area and is well-located to facilitate pedestrian activity, bicycle use, and public transit use. The Medical Center campus is situated across the street from the Metro B Line Vermont/Sunset Station, located at the northeast corner of the Vermont Avenue/Sunset Boulevard intersection. The Medical Center campus also is situated within walking distance of retail, restaurant, and other commercial businesses located along Vermont Avenue, Hollywood Boulevard, and Sunset Boulevard. Further, regional and local public bus transit stops are provided throughout the campus along Vermont Avenue, Hollywood Boulevard, and Sunset Boulevard, as well as along other nearby roadways. Public bus transit service in the Project area is provided by Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation DASH and Commuter Express transit services. The Project's proximity to a subway station and a variety of bus stops would facilitate use of transit to access

the Project Site. Other features of the Project that would reduce the use of personal vehicles are listed as follows:

- The Project would include short- and long-term bicycle parking at key campus locations to accommodate and foster bicycle access of the entire campus, including within the three parking structures at Sites 1, 2, and 5, and other locations, including but not limited to Site 3 (1505 Edgemont) and Site 4 (1526 Edgemont).

- The Project would be designed to enhance the walkability of the Project Site, through methods such as pedestrian-level wayfinding signage, landscaping, lighting along pedestrian walkways, outdoor seating areas, and shade trees.

(6) Air Quality

Materials that are chemically optimized will be used to the extent possible. All architectural coating applied on the interior or exterior of Project structures will have a volatile organic compound content of 50 grams of volatile organic compound per liter of coating or less, less water and exempt compounds. Additionally, the Project will include construction dust control strategies, the compliance with which will be identified on grading plan approvals.

4. Project Construction and Scheduling

The Project would be implemented in three phases. The first phase would begin in 2020 and would be completed by 2024. The second phase would begin in 2024 and would be completed by 2028. The third phase would begin in 2028 and would be completed by 2030.

5. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but are not limited to, the following:

- Pursuant to Los Angeles Charter Section 555 and LAMC Section 11.5.7 G, an Amendment to the SNAP boundaries/map to:

  1. Amend Section 4 of the SNAP to revise the Definition of a Unified Hospital Development Site.

  2. Permit a new sign typology for pillar signs.

  3. Permit a boundary change to the SNAP, to include the properties at 4950 West Sunset Boulevard within Subarea C of the SNAP boundaries.

4. Permit a boundary change to the SNAP, to include the properties at 1549 North Edgemont Street and 1559 North Edgemont Street within Subarea C in lieu of Subarea B.

- Pursuant to LAMC Section 11.5.7 C, a Project Permit Compliance Review for a project located within the Specific Plan area.

- Pursuant to LAMC Section 16.05, Site Plan Review to permit a development project which creates, or results in an increase of, 50,000 gross square feet or more of non-residential floor area.

- Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map No. 74846 to permit the merger and resubdivision of existing parcels into six ground lots and to permit temporary haul route.

- Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map No. 74847 to permit the merger and resubdivision of existing parcels into one ground lot and to permit temporary haul route.

- Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map No. 74848 to permit the merger and resubdivision of existing parcels into one ground lot and to permit temporary haul route.

- Pursuant to Government Code Sections 65864–65869. 5, Development Agreement.

- Associated building permits, including demolition permits, grading permits, excavation permits, and foundation permits.