

I. PROPOSED PROJECT

The proposed project consists of the installation of an electric power generation system comprised of two 250 kW new outdoor natural gas fuel cell units. The fuel cells are a green energy system that provide supplemental power only to the hospital. The fuel cells are not used for emergency power purposes, and do not export power to the grid.

The new fuel cell units are to be located in an existing parking lot and will be supported on concrete pads. The work includes installation of bollards and associated piping, conduits, and equipment for remote control and monitoring. A new 8'-0" high concrete masonry unit (CMU) screen wall will be constructed between the fuel cells and the property line to mitigate visual and acoustical impacts. Parking lot striping will be locally adjusted to mitigate any reduction in the quantity of parking available at the site. Please see Exhibit B.

II. ZONING INFORMATION

The subject property is generally a level parcel of land at the north side of Ventura Boulevard between Libbet Avenue and Woodley Avenue. The site is developed with a 45,794 square foot hospital building, two small ancillary buildings, and a parking structure. The hospital provides 150 beds. A total of 340 parking spaces are provided in a surface parking lot and the parking structure.

The site is zoned C2-1L, R3-1, RE9-1, (Q)P-1, and R1-1. The fuel cells are proposed to be installed in an area of the site zoned as R3-1, which is not an authorized use per Section 12.10.A of the Los Angeles Municipal Code (LAMC). A Zone Variance is requested to allow the construction of the new fuel cells in an R3-1 zone.

The fuel cells are proposed to be installed within 9 feet of the northern property line adjacent to Moorpark Street. Tract Recording 23922 identifies that all rights for vehicular ingress and egress from the site to Moorpark Street have been abandoned, which defines this area as the rear yard of the site. The rear yard setback requirement is 15 feet in accordance with LAMC Section 12.10.C. A Zoning Administrator Adjustment is requested for rear yard reduction and overheight fuel cell and screen wall installation.

III. ANALYSIS

- a. Uses: The subject property is zoned for commercial use within the corresponding zones of C2-1L, R3-1, RE9-1, (Q)P-1, and R1-1. The fuel cells are proposed to be installed in an area of the site zoned as R3-1, which is not an authorized use per Section 12.10.A of the LAMC. This new equipment is ancillary to the function of the hospital which is located within both the C2-1L and R3-1 zones at this site. Due to the configuration of the site and the need to place the equipment in close proximity to the existing hospital utility services at the north end of the hospital, no other location for this equipment is feasible. Strict interpretation of the zoning code would therefore create an unnecessary hardship by preventing the installation of this equipment.

Since the equipment is ancillary to the function of the hospital partially located within this zone, approval of a zone variance to install this equipment would be consistent with the general purposes and intent of the zoning regulations.

- b. F.A.R.: The proposed project does not include a change in the floor area.
- c. Yards: The fuel cells are proposed to be installed within 9 feet of the northern property line adjacent to Moorpark Street, within the rear yard setback of the site. The rear yard setback requirement is 15 feet in accordance with LAMC Section 12.10.C. The existing site is currently paved for surface parking and hospital access. Relocation of the equipment following a strict interpretation of the zoning code could not be accomplished without a significant impact to traffic flow around the hospital and a significant reduction in available parking. Installation of the equipment within 9 feet of the property line would not interfere with the flow of traffic and access to the hospital, and would maintain the required clearances for equipment maintenance. Local parking restriping would mitigate any reduction in the quantity of parking available at the site. The proposed screen wall will help mitigate visual and acoustic impacts, and the wall will be compatible with the existing 4'-0" masonry wall that currently exists along this side of the site. The requested Zoning Administrator Adjustment for rear yard reduction and overheight equipment and screen wall would conform with the intent of the regulations.
- d. Height: The fuel cells and CMU screen wall are proposed to be installed within rear yard setback of the site, which has a height limitation of 3'-6". The fuel cell equipment is 7'-0" high, and the screen wall will be 8'-0" high. To comply with a strict interpretation of the zoning code, relocation of the equipment out of the rear yard setback of the site would be required, which could not be accomplished without a significant impact to traffic flow around the hospital and a significant reduction in available parking. The proposed screen wall will help mitigate visual and acoustic impacts, and the wall will be compatible with the existing 4'-0" masonry wall that currently exists along this side of the site. The requested Zoning Administrator Adjustment for rear yard reduction and overheight equipment and screen wall would conform with the intent of the regulations.
- e. Lot Coverage: The project involves the construction of approximately 1,500 square feet of electrical equipment in an existing paved area and a sound wall. The proposed project does not change the lot coverage.
- f. Driveways: There is no change to the driveway access.
- g. Landscaping: There is no change in the landscaping requirements.
- h. Parking: The total number of parking spaces currently provided on site is as follows:

Standard Parking	290 spaces
Compact Parking	41 spaces
<u>Handicap Parking</u>	<u>9 spaces</u>
Total	340 spaces

The most recent Certificate of Occupancy dated March 15, 1971, required a minimum of 282 spaces. The current City of Los Angeles Zoning Code, Title 11, Section 12.21.A.4.d.1 and the Ventura/Cahuenga Specific Plan requires 2.5 parking spaces per hospital bed. The hospital is currently licensed for 150 beds, which requires a total of 375 parking spaces. Therefore, the site is legally non-conforming by today's standards. To ensure that the fuel cell installation does not reduce the quantity of parking spaces at the site, local parking restriping will be performed.

- i. Signs: No signs are included as part of the application.
- j. Mitigation Measures: Mitigation measures for this project include the following:
 - An 8'-0" CMU screen wall will be constructed to mitigate visual and acoustic impacts of the fuel cell equipment.
 - Parking lot striping will be locally adjusted to mitigate any reduction in the quantity of parking available at the site.