

Mayer Brown LLP  
350 South Grand Avenue  
25th Floor  
Los Angeles, CA 90071-1503  
United States of America

T: +1 213 229 9500  
F: +1 213 625 0248  
mayerbrown.com

**Edgar Khalatian**  
Partner

T: +1 213 229 9548  
F: +1 213 576 8130  
EKhalatian@mayerbrown.com

**MAYER | BROWN**

June 6, 2019

The Honorable Members of the City Council  
Planning and Land Use Management Committee  
City of Los Angeles  
200 North Spring Street  
Los Angeles, California 90012

Re: 6400 Sunset Boulevard; Council File No. 18-0982-S1 and 18-0982-S2; Case No. CPC-2016-3630-ZC-HD-DB-MCUP-SPP-SPR and VTT-74496-CN

Dear Honorable Members of the PLUM Committee:

On behalf of our client, 6400 Sunset, LLC (the “**Applicant**”), which proposes to develop the property located at 6400 Sunset Boulevard within the Hollywood Community Plan area, we respectfully request that the PLUM Committee of the City Council consider, incorporate and approve the supplemental findings to those identified in the Letter of Determination, dated April 8, 2019, as was recommended by the City Planning Commission for the above-referenced case. The proposed supplemental findings are attached hereto as Supplemental Findings from Applicant.

Thank you, and please let me know if you have any questions.

Sincerely,

  
Edgar Khalatian  
Partner

**ATTACHMENT A –**  
**Supplemental Findings from Applicant**

**Zone Change and Height District Change Findings**

**1. Jobs-Housing Balance**

According to SCAG, the jobs/housing balance within the SCAG region in 2008 was 1.33 jobs for each household and is projected to be 1.30 by 2020. Within the City, the ratio was 1.32 in 2008 and is projected to be 1.25 by 2020. In this area (traffic analysis zone), it is currently 2.69, more than twice the City's jobs/housing ratio, which means there is a greater number of jobs than housing units in the Project's immediate vicinity. Over the past several years, many new employers in the entertainment, media, and technology sectors have also opened offices in Hollywood, including Netflix, which recently leased over 355,000 square feet of office space at the Academy Square project just south of the Project site, which will further exacerbate the jobs/housing imbalance should the number of housing units not keep up and continue to grow at the same or slower pace than job growth.

The immediate area near the Project has an existing abundance of jobs, but lacks housing, which increases traffic in the Project vicinity. By providing approximately 200 new residential units in an area with existing and new employers, the Project would help improve the City's jobs/housing imbalance. The Project's close proximity to high quality transit stops also allows the Project's residents and employees of the nearby commercial uses to forgo the use of cars and instead opt to walk, take public transit, or ride a bicycle, reducing traffic congestions near the Project.

**2. Reduction of Greenhouse Gas Emissions**

The Project complies with SB 375 and AB 32 by contributing to a reduction in greenhouse gas emissions through integrated land use, housing and transportation planning. The key component of greenhouse gas emissions is the reduction of emissions from passenger vehicles, which represents about one-third of overall greenhouse gas emissions in the United States. Land use is among the top strategies to reduce such emissions. Compact development, which includes a mix of land uses, access and proximity to transit, and concentrations of population and/or employment, can reduce congestion, lower infrastructure costs, and reduce household expenses related to transportation and energy, according to a 2010 report published by the Urban Land Institute (*Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions, Evidence from Three Recent Studies*).

As stated in this report “[t]he key to successful compact development is a land use pattern that has a high-quality pedestrian network and a variety of land uses within walking distance of each other.” The Project's location, near major bus lines and a Metro station and land use mix (including housing, employment, and public space), would give residents and visitors the choice to not drive at all or park only once. In addition, existing uses within walking distance include grocery stores, the Hollywood Recreation Center, fitness gyms, schools, retail stores, entertainment venues, hotels, restaurants, bars, and numerous office buildings. Building 200 units of new housing in this vicinity will significantly increase the livability in the area, and takes into account anticipated

**6400 Sunset**  
Supplemental Findings from Applicant

population growth and integrated land use with transportation planning. The consequences of not designing for transportation with development, include reduced air quality, less livable communities, and a lower quality of life.

**3. Consistency with SCAG’s 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy**

The mixed-use Project near transit contributes to a regional vision supported by a three-legged stool – mobility, economy, and sustainability – set by the Southern California Association of Governments (SCAG). These three collective principles form the foundation of SCAG’s 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The plan calls for mobility options, including non-motorized modes that will allow people to “access daily needs, including work, school, shopping, and recreation...” The Project’s proximity to the bus routes and Metro rail would allow people another travel mode to reach their jobs, school, or leisure destinations, such as the Downtown Los Angeles or Universal City. It is also possible that some residents may work and live on or near the Property, and will only need to walk or ride a bicycle for their mobility needs. One of the goals for improving the economic activity in the region is to improve mobility, reduce congestion, and commute times. The Project assists in this outcome by placing jobs and 200 new units of housing along transit corridors (Sunset Boulevard, and Cahuenga and Vine Streets) and providing approximately 201 on-site bicycle parking spaces. It is likely that future residents of the Project would be drawn to the Project so they can live closer to work, or use transit or bicycles for their daily needs, reducing the time they have to spend in their cars on congested freeways.

Sustainability, under the SCAG plan’s, means reducing pollutant emission and expanding opportunities for “active transportation,” such as walking and bicycling. The Project would encourage people to take advantage of transit, which would mean that people walk more. Conversely, people will drive less and produce less greenhouse gas emissions. The Project meets a majority of the SCAG plan’s nine regional goals:

- Maximize mobility and accessibility for all people and goods in the region.

The Project’s location near the Hollywood/Vine Metro Red Line station would promote mobility and accessibility for residents and employees in the region, including seniors, children, millennials, and those with disabilities. A “silver tsunami” of Baby Boomers reaching retirement age is approaching, and this age group is embracing mobility options other than driving. Empty-nesters want a more urban lifestyle where they can walk or take transit to grocery stores, restaurants, medical offices, and entertainment destinations. Some millennials, or Generation Y members, have also adopted this lifestyle of reducing their reliance on automobile transportation and engaging in active transportation as much as possible. The Project’s design, integration of different land uses, and close proximity to transit options supports alternative modes of transportation –

**6400 Sunset**  
Supplemental Findings from Applicant

public transit, walking, and bicycling – which maximizes mobility and accessibility for all people in the region.

- Preserve and ensure a sustainable regional transportation system.

The mixed-use Project is located within 0.3 miles from the Hollywood/Vine Metro Red Line station and along well-service bus corridors, such as Sunset Boulevard and Vine Street that run bus service at least every 15 minutes during peak hours. By placing housing, jobs, and commercial/retail opportunities in close proximity to one another and near transit options, and providing residents, employees, guests, and patrons the opportunity to utilize the regional transit system, the Project helps preserve and ensure a sustainable regional transportation system for years to come.

- Maximize the productivity of our transportation system.

The Project would generate transit ridership from its residents and those who work in the building. Increased transit ridership would help sustain and maximize the productivity of the nearby Metro Red Line. As stated, residents, workers, and visitors to the Project site will be able to practice active transportation by walking and bicycling. The Project’s engaging design would promote pedestrian activity and linkage to the transit network. Bicycle parking and amenities will be provided on-site, in compliance with LAMC regulations.

- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).

The Project would help meet local and regional greenhouse gas reduction goals by providing a mix of residential and commercial uses in close proximity to high quality transit options. The California Air Resources Board has set greenhouse gas emissions-reduction targets for the SCAG region. The 2012-2035 RTP/SCS aims to achieve a nine percent per capita reduction for 2020 and 16 percent per capita reduction for 2035. As previously stated, it is likely that residents of the Project would be attracted to the Project for the opportunity to live closer to work or use transit for their daily needs, reducing the time spent in their care on congested freeways and roads. A decrease of time spent in cars means a reduction in environmental pollution generated by emissions-producing vehicles. As such, the Project’s design would help protect the environment and health of our residents by improving air quality and encouraging active transportation, while aiding the City achieve regional air quality goals.

- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

Finally, the Project exemplifies the much desired marriage of sustainable land use patterns and transit. “The [RTP/]SCS focuses the majority of new housing and job growth in high-quality

**6400 Sunset**  
Supplemental Findings from Applicant

transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.”

SCAG recognizes the changing land use trends in the region and the significance of policies that better support integrated land use and transportation planning. The Project is a direct outcome of all four trends:

- Changing demographics and housing market demand.

According to SCAG, demand for single-family homes on large lots is likely decreasing due to the changing types of households in the region. The number of households with children at home is declining, while the number of households without children is “dramatically increasing.” “As a result, there is an expected increase in demand for small-lot single-family houses and multifamily housing in close proximity to amenities, including local shopping and transit service” (Chapter 4: Sustainable Communities Strategy). The Project’s 200 units of multi-family housing with a mix of studios, one-, two-, and three-bedroom units in a mixed-use setting represent the new housing market model, and the demographic shift that is occurring.

- Redevelopment of main streets, downtowns, and corridors to vibrant mixed-use places.
- Transit-oriented development adjacent to rail station areas and along major bus corridors.
- Protection of resources areas and farmland.

The Project also meets people’s desire for vibrant mixed-use places with its combination of housing, amenities, and offices on-site. This Project is located along several bus corridors serving the area, which integrates land use and transit. As a result, surrounding single-family neighborhoods are preserved by concentrating development and growth in locations such as the Project site.

As a mixed-use project near bus lines and Metro rail, the Project also meets the Land Use goals of SCAG’s Regional Comprehensive Plan of “[f]ocusing growth in existing and emerging centers and along major transportation corridors” and of “[c]reating significant areas of mixed-use development and walkable “people-scaled” communities.”

#### **4. Consistency with Mobility Plan 2035**

In 2008, the California State Legislature adopted AB 1358 (The Complete Streets Act), which requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of

**6400 Sunset**  
Supplemental Findings from Applicant

public transportation, in a manner that is suitable to the rural, suburban or urban context...” In 2016, the City updated its Mobility Element (Mobility Plan 2035) to comply with the Complete Streets Act. The Mobility Plan identifies five goals to achieve the purpose of the Complete Street Act: Safety First; World Class Infrastructure; Access for All Angelenos; Collaboration, Communication, and Informed Choices; and Clean Environment and Healthy Communities.

The Project would help achieve the following policy under the World Class Infrastructure goal:

- **Policy 2.3** – Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

As stated in the Mobility Plan, “Walking is a vital component to a city’s circulation since most every journey starts and ends with walking.” Enhancing the pedestrian environment can promote more walking, reduce reliance on other modes of transportation for shorter trips, promote a healthy lifestyle, and result in added environmental benefits. One of the ways to enhance the pedestrian environment is to provide more attractive sidewalks with pedestrian signalization, street trees and landscaping, and other design features to encourage people to take more trips on foot rather than their cars.

The Project’s ground floor commercial component would activate the street level, providing a pedestrian-friendly experience as compared to the existing conditions. The Project’s frontage along Sunset, Cahuenga, and Ivar would have floor-to-ceiling glass, outdoor dining areas, and landscaped sidewalks with canopy trees and shrubbery to provide shade for pedestrians and a barrier between pedestrian and vehicular traffic. This pedestrian-friendly Project would also be located in close proximity to various public transit options and nearby commercial uses, providing opportunities for residents, employees and guests to take more trips by foot rather than their cars. In all, the Project’s ground floor treatment recognizes the importance of walking by providing an aesthetically pleasing, safe, and comfortable walking environment.

The Project would help achieve the following policies under the Access for All Angelenos goal:

- **Policy 3.1** – Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.

The Mobility Plan recognizes that changes to the built environment can bring about dramatic shifts in behavior, such as people’s willingness to walk or use public transit instead of driving. The Project recognizes transit as an integral component of the City’s transportation system by placing a mix of residential and commercial uses in close proximity to various transit options within walking distance, including the Hollywood/Vine Red Line Metro station and several high frequency bus stops, to support a person’s choice to use public transit.

**6400 Sunset**  
Supplemental Findings from Applicant

The Project recognizes bicycling as an integral component of the City's transportation system by providing ample bicycle parking facilities in compliance with the City's Bicycle Parking Ordinance. The Project would include 180 long-term bicycle parking spaces and 21 short-term spaces for the residential and commercial uses. The Project's bicycle parking facilities would be well-lit and secured, which would further encourage the use of bicycles by residents, employees, and guests in a safe and accessible environment.

The mixed-use Project recognizes walking as an integral component of the City's transportation system by activating the ground floor with commercial space, which would include floor-to-ceiling glass, outdoor dining areas, and landscaped sidewalks along the Project's Sunset, Cahuenga, and Ivar frontage with canopy trees and shrubbery to provide shade and act as a barrier between pedestrian and vehicular circulation. The Project would also locate the vehicular parking below grade, and behind and above the commercial uses, which would separate vehicular circulation from pedestrian circulation, making the ground floor commercial uses more inviting and accessible to pedestrians.

Additionally, with the increase of ridesharing services such as Uber and Lyft, the Project would include a double-bay drop off area on the ground level in the Project's parking structure, directly behind the commercial uses, to allow for safe pedestrian pickups and drop-offs.

- **Policy 3.3** – Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The Project is in the ideal development location since it will provide a mix of residential and commercial land uses within a short walking distance of a Metro transit station and close to numerous bus stops, providing future residents, employees, and visitors transit options to access the Property as opposed to single occupancy vehicles. Overall, Hollywood is an employment center with large office buildings, motion picture production facilities, vibrant commercial, and entertainment nightlife. The Project would add much needed residential, commercial and open space to the existing mix of uses in this area of Hollywood.

- **Policy 3.4** – Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

According to APTA's June 2018 *Transit Savings Report*, the average annual savings for a person in Los Angeles who switches his or her daily commute from driving to public transportation is \$11,627 (or \$969 monthly). The Project will construct 200 new residential units and commercial space within a short walking distance to the existing Hollywood/Vine Station on the Metro Red Line and close to numerous bus stops, providing future residents, employees, and visitors with affordable, efficient, and attractive transit options to access the Property and other regions of the City as opposed to single occupancy vehicles. As such, by developing a mixed-use project in close



**6400 Sunset**  
Supplemental Findings from Applicant

proximity to various transit options, the Project would help reduce the reliance on cars, allowing for approximately \$11,627 in annual transportation costs savings, which could be used for other necessities such as housing, food, and health care.

- **Policy 3.8** – Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project would be consistent with the Mobility Plan’s Policy 3.8 by providing ample bicycle parking facilities in compliance with the City’s Bicycle Parking Ordinance. The Project would include 180 long-term bicycle parking spaces and 21 short-term spaces for the residential and commercial uses. The bicycle parking facilities would be well-lit and safe, located on the Project’s ground floor, the two above-grade levels, and two below-grade levels.

## **5. Consistency with the Framework Element**

### **Framework Element**

The Framework Element of the General Plan establishes general policies and the vision for the future of the City of Los Angeles based on projected population growth. Land use, housing, urban form and neighborhood design, open space, economic development, transportation, and infrastructure and public services are all addressed in the context of accommodating future City-wide population increases. The Property does not have a specific land use designation in the Framework Element, but is consistent with many of the Element’s goals, objectives, and policies, as identified below.

### **Housing**

As stated in the Framework Element, “[c]urrently, the City of Los Angeles has insufficient vacant properties to accommodate the cumulative amount of population growth which has been forecasted. The supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Thus, should growth and new development in the City occur, most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses...” The Project is the redevelopment of an underutilized commercial building and a surface parking lot with a mixed-use project.

- **Objective 4.2** - Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

The Project would include 200 multi-family residential units in close proximity to a multitude of public transit options in a dense urban commercial area with existing multi-family developments

**6400 Sunset**  
Supplemental Findings from Applicant

in the area. It is the type of new housing desired by the City. Currently, the nearest residential uses are located two blocks to the west, just east of North Hudson Avenue.

The Project would have minimal conflicts with these developments. Instead, the Project would offer future residents modern energy efficient housing with extensive on-site amenities, including but not limited to an amenity deck with a pool and spa, outdoor dining areas with appliances, a fitness center, and a dog run. The Project would be at least 15 percent more energy efficient than California Energy Code Title 24 Energy Efficiency Standards (“**Title 24**”) and achieve 25 percent less water usage than the average household in the region. The Housing section of the Framework Element states “[i]mprovement of the jobs and housing relationships in sub-areas of the City may be accomplished through the re-use of commercially zoned corridors and development at transit stations which afford the opportunity for the development of a mix of uses, housing, local retail, and creative offices, and can improve localized jobs and housing relationships.” The Project represents this vision, and unites good planning practices by integrating environmentally-friendly housing with a mix of land uses near transportation by replacing a commercial use and surface parking lot on the Property.

**Urban Form and Neighborhood Design**

In terms of Urban Form and Neighborhood Design, the Project’s architectural elements would encourage foot traffic in front of and onto the Property. The Project is consistent with the intent of the following design objectives and policies.

- **Objective 5.9** - Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.
- **Policy 5.9.1** - Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.
- **Policy 5.9.2** - Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.

The Project features a high-rise residential building on an otherwise small and narrow property to maximize residential density near public transit. Pedestrians, bicyclists, and vehicles would be attracted to the Project (Objective 5.9; Policy 5.9.2). As a mixed-use Project, there would be residents and visitors on-site throughout the day and night, acting as natural surveillance (Objective 5.9; Policy 5.9.1; Policy 5.9.2) in addition to security measures such as adequate lighting and clear definition of spaces. The Project’s location in amongst other commercial uses,

**6400 Sunset**  
Supplemental Findings from Applicant

including two new mixed-use hotel development projects to the north and south of the Property and various nearby entertainment uses, would provide a steady stream of pedestrians and employees throughout the day as additional “eyes and ears” for natural surveillance. As such, these project design features will put eyes on the street and the Property.

**Open Space and Conservation**

The Project is consistent with the purpose of the Open Space objectives and policies.

- **Objective 6.4** - Ensure that the City’s open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- **Policy 6.4.8** - Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.
  - Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.
  - Encourage the improvement of open space, both on public and private property, as opportunities arise.

The Project’s open space in the form of extensively landscaped residential areas would make a positive contribution to the neighborhood, where there is a current lack of public space in the immediate vicinity (Objective 6.4, Policy 6.4.8). The area is primarily comprised of industrial buildings, office, residential, surface parking lots and parking structures. The Project would provide approximately 23,763 square feet of open space to surpass the City’s requirement of 22,875 square feet. The outdoor open space would include a 6<sup>th</sup> floor landscaped amenity deck with resort style amenities and a landscaped roof deck on the 25<sup>th</sup> floor scenic views of the City. The new public space on-site would enhance the neighborhood’s open space resources and aesthetics while providing gathering space for residents, employees, and visitors to socialize and provide connectivity to the neighborhood (Policy 6.4.8).

**Site Plan Review Findings**

**1. Consistency with Framework Element (Urban Form and Neighborhood Design)**

**Urban Form and Neighborhood Design**

In terms of Urban Form and Neighborhood Design, the Project’s architectural elements would encourage foot traffic in front of and onto the Property. The Project is consistent with the intent of the following design objectives and policies.

- **Objective 5.9** - Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.
- **Policy 5.9.1** - Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.
- **Policy 5.9.2** - Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.

The Project features a high-rise residential building on an otherwise small and narrow property to maximize residential density near public transit. Pedestrians, bicyclists, and vehicles would be attracted to the Project (Objective 5.9; Policy 5.9.2). As a mixed-use Project, there would be residents and visitors on-site throughout the day and night, acting as natural surveillance (Objective 5.9; Policy 5.9.1; Policy 5.9.2) in addition to security measures such as adequate lighting and clear definition of spaces. The Project’s location in amongst other commercial uses, including two new mixed-use hotel development projects to the north and south of the Property and various nearby entertainment uses, would provide a steady stream of pedestrians and employees throughout the day as additional “eyes and ears” for natural surveillance. As such, these project design features will put eyes on the street and the Property.

**2. Consistency with Framework Element (Open Space and Conservation)**

**Open Space and Conservation**

The Project is consistent with the purpose of the Open Space objectives and policies.

- **Objective 6.4** - Ensure that the City’s open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.

**6400 Sunset**  
Supplemental Findings from Applicant

- **Policy 6.4.8** - Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.
  - Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.
  - Encourage the improvement of open space, both on public and private property, as opportunities arise.

The Project's open space in the form of extensively landscaped residential areas would make a positive contribution to the neighborhood, where there is a current lack of public space in the immediate vicinity (Objective 6.4, Policy 6.4.8). The area is primarily comprised of industrial buildings, office, residential, surface parking lots and parking structures. The Project would provide approximately 23,763 square feet of open space to surpass the City's requirement of 22,875 square feet. The outdoor open space would include a 6<sup>th</sup> floor landscaped amenity deck with resort style amenities and a landscaped roof deck on the 25<sup>th</sup> floor scenic views of the City. The new public space on-site would enhance the neighborhood's open space resources and aesthetics while providing gathering space for residents, employees, and visitors to socialize and provide connectivity to the neighborhood (Policy 6.4.8).

### **3. Consistency with Framework Element (Economic Development)**

#### **Economic Development**

The Project is consistent with the purpose of the Economic Development objectives and policies.

- **Objective 7.2** - Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
- **Policy 7.2.2** - Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.
- **Policy 7.2.3** - Encourage new commercial development in proximity to rail and bus transit corridors and stations.

The Project would contribute to the economic development of the community and the City while providing a mix of uses – residential and commercial – that would sustain economic growth

**6400 Sunset**  
Supplemental Findings from Applicant

(Objective 7.2). The new development with 200 residential units and 7,000 square feet of ground floor commercial space would further concentrate growth in Hollywood in close proximity to transit (Policy 7.2.2; Policy 7.2.3). The Project would not cause commercial encroachment on existing neighborhoods because the area already has a mix of office, commercial and residential uses, with a growing residential component in the immediate area.

The location of the Project near transit and employment centers would reduce the need for reliance on automobiles for mobility, which will reduce transportation costs. In fact, all economic strata can benefit from having public transit nearby. It is possible that some future residents would be able to live and work on-site or live and work nearby.

- **Objective 7.9** - Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.

The Project would provide 200 residential units, including 5 percent reserved as Very-Low Income units, in close proximity to various public transit options and existing community-serving commercial uses, community services and recreational facilities, entertainment uses, and employment options. The 200 residential units would include studio, one-, two- and three-bedroom units, with an average unit size of 954 square feet. As previously stated, the Project’s design and ideal location would reduce the reliance on vehicles for mobility to accommodate future population growth and to enable residents live, work, and play in the City.

#### **4. Consistency with Mobility Plan 2035**

##### **Mobility Plan 2035**

In 2008, the California State Legislature adopted AB 1358 (The Complete Streets Act), which requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context...” In 2016, the City updated its Mobility Element (Mobility Plan 2035) to comply with the Complete Streets Act. The Mobility Plan identifies five goals to achieve the purpose of the Complete Street Act: Safety First; World Class Infrastructure; Access for All Angelenos; Collaboration, Communication, and Informed Choices; and Clean Environment and Healthy Communities.

**6400 Sunset**  
Supplemental Findings from Applicant

The Project would help achieve the following policy under the World Class Infrastructure goal:

- **Policy 2.3** – Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

As stated in the Mobility Plan, “Walking is a vital component to a city’s circulation since most every journey starts and ends with walking.” Enhancing the pedestrian environment can promote more walking, reduce reliance on other modes of transportation for shorter trips, promote a healthy lifestyle, and result in added environmental benefits. One of the ways to enhance the pedestrian environment is to provide more attractive sidewalks with pedestrian signalization, street trees and landscaping, and other design features to encourage people to take more trips on foot rather than their cars.

The Project’s ground floor commercial component would activate the street level, providing a pedestrian-friendly experience as compared to the existing conditions. The Project’s frontage along Sunset, Cahuenga, and Ivar would have floor-to-ceiling glass, outdoor dining areas, and landscaped sidewalks with canopy trees and shrubbery to provide shade for pedestrians and a barrier between pedestrian and vehicular traffic. This pedestrian-friendly Project would also be located in close proximity to various public transit options and nearby commercial uses, providing opportunities for residents, employees and guests to take more trips by foot rather than their cars. In all, the Project’s ground floor treatment recognizes the importance of walking by providing an aesthetically pleasing, safe, and comfortable walking environment.

The Project would help achieve the following policies under the Access for All Angelenos goal:

- **Policy 3.1** – Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City’s transportation system.

The Mobility Plan recognizes that changes to the built environment can bring about dramatic shifts in behavior, such as people’s willingness to walk or use public transit instead of driving. The Project recognizes transit as an integral component of the City’s transportation system by placing a mix of residential and commercial uses in close proximity to various transit options within walking distance, including the Hollywood/Vine Red Line Metro station and several high frequency bus stops, to support a person’s choice to use public transit.

The Project recognizes bicycling as an integral component of the City’s transportation system by providing ample bicycle parking facilities in compliance with the City’s Bicycle Parking Ordinance. The Project would include 180 long-term bicycle parking spaces and 21 short-term spaces for the residential and commercial uses. The Project’s bicycle parking facilities would be

**6400 Sunset**  
Supplemental Findings from Applicant

well-lit and secured, which would further encourage the use of bicycles by residents, employees, and guests in a safe and accessible environment.

The mixed-use Project recognizes walking as an integral component of the City's transportation system by activating the ground floor with commercial space, which would include floor-to-ceiling glass, outdoor dining areas, and landscaped sidewalks along the Project's Sunset, Cahuenga, and Ivar frontage with canopy trees and shrubbery to provide shade and act as a barrier between pedestrian and vehicular circulation. The Project would also locate the vehicular parking below grade, and behind and above the commercial uses, which would separate vehicular circulation from pedestrian circulation, making the ground floor commercial uses more inviting and accessible to pedestrians.

Additionally, with the increase of ridesharing services such as Uber and Lyft, the Project would include a double-bay drop off area on the ground level in the Project's parking structure, directly behind the commercial uses, to allow for safe pedestrian pickups and drop-offs.

- **Policy 3.3** – Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The Project is in the ideal development location since it will provide a mix of residential and commercial land uses within a short walking distance of a Metro transit station and close to numerous bus stops, providing future residents, employees, and visitors transit options to access the Property as opposed to single occupancy vehicles. Overall, Hollywood is an employment center with large office buildings, motion picture production facilities, vibrant commercial, and entertainment nightlife. The Project would add much needed residential, commercial and open space to the existing mix of uses in this area of Hollywood.

- **Policy 3.4** – Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

According to APTA's June 2018 *Transit Savings Report*, the average annual savings for a person in Los Angeles who switches his or her daily commute from driving to public transportation is \$11,627 (or \$969 monthly). The Project will construct 200 new residential units and commercial space within a short walking distance to the existing Hollywood/Vine Station on the Metro Red Line and close to numerous bus stops, providing future residents, employees, and visitors with affordable, efficient, and attractive transit options to access the Property and other regions of the City as opposed to single occupancy vehicles. As such, by developing a mixed-use project in close proximity to various transit options, the Project would help reduce the reliance on cars, allowing for approximately \$11,627 in annual transportation costs savings, which could be used for other necessities such as housing, food, and health care.



**6400 Sunset**  
Supplemental Findings from Applicant

- **Policy 3.8** – Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project would be consistent with the Mobility Plan's Policy 3.8 by providing ample bicycle parking facilities in compliance with the City's Bicycle Parking Ordinance. The Project would include 180 long-term bicycle parking spaces and 21 short-term spaces for the residential and commercial uses. The bicycle parking facilities would be well-lit and safe, located on the Project's ground floor, the two above-grade levels, and two below-grade levels.