

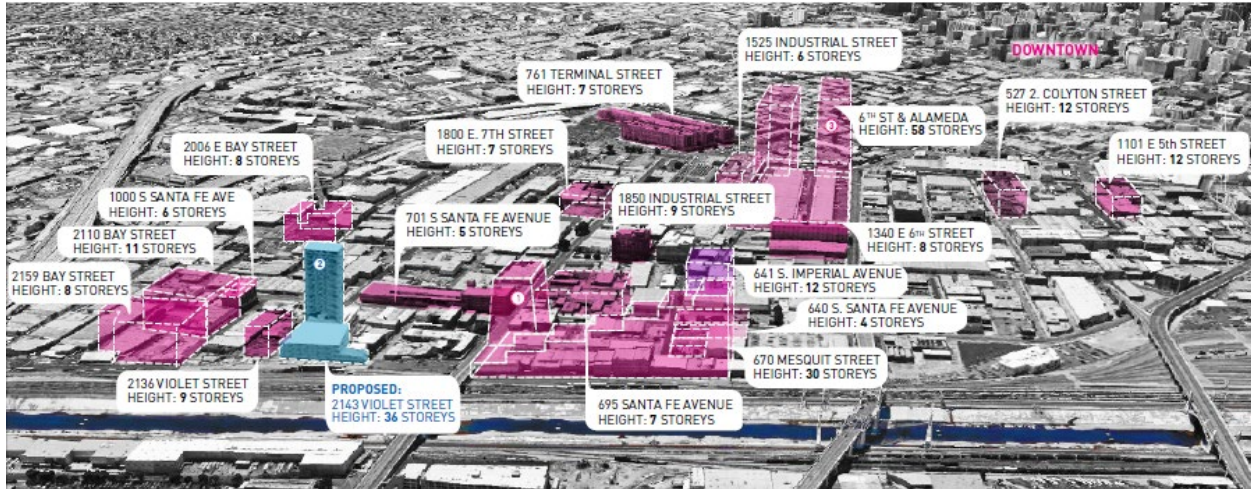
Sunset Wilcox / 6460 Sunset
PVP Comments
October 5, 2021

360 Design

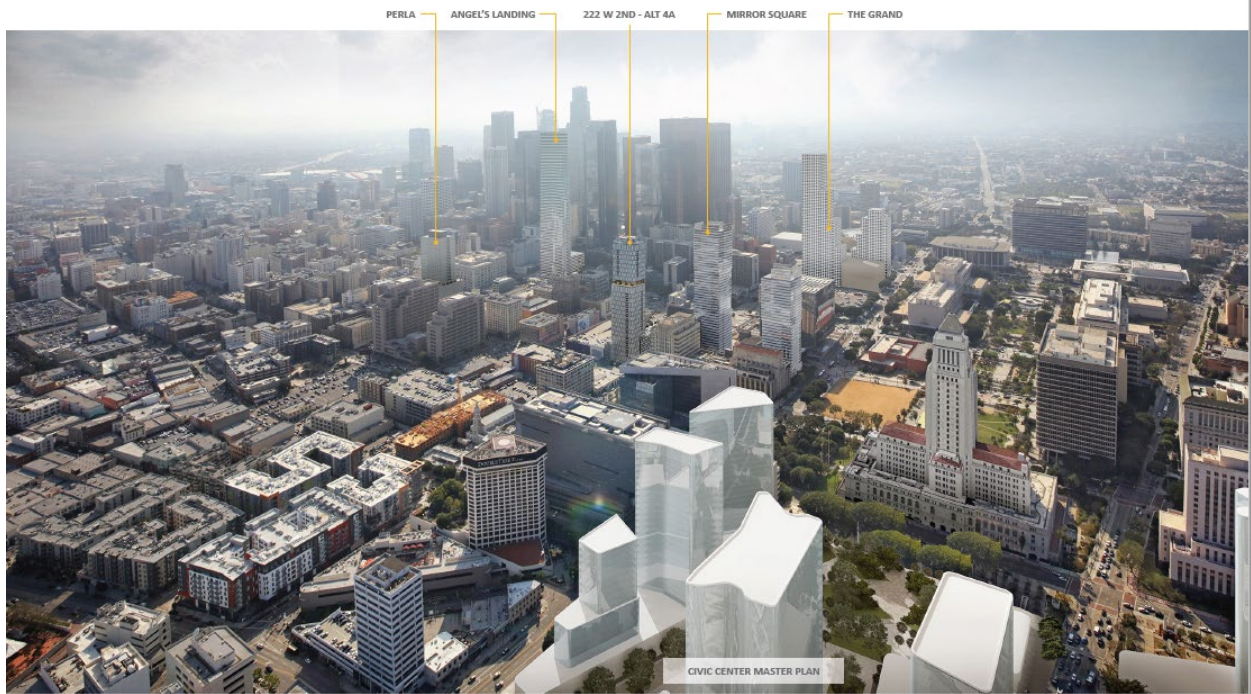
- What is the Project's relationship with the surrounding area, not just along Sunset but along De Longpre, Wilcox, Cole? The Project does not appear to relate to the structures or uses on the side streets with their two-story structures.
 - What is the 360 narrative that Project is striving for from a pedestrian experience as well as from a community/neighborhood perspective?
- With no *paseo*, alley improvements or other pleasant circulation path for pedestrians through the block, design elements should be incorporated as part of the street edge along Cole.
- To better understand how the area is changing, provide an aerial image that includes the project and surrounding proposed projects (Two examples provided below).
- As proposed the south façade would be landscaped with vines but it is not clear how the vines will be irrigated and/or maintained which would result in a large blank wall. The landscape façade treatment needs to be present during the life of the project. A green wall would be a better façade treatment; or a more permanent architectural treatment, as landscaping is not guaranteed for survival and should be used to augment existing design, not in place of building design.
- The Project is over parked by 421 spaces and the Hollywood and Vine Metro B Line Station is five blocks northeast of the site.
 - Providing a detail combined with a wall section would be helpful in understanding the materiality of the screening proposed for the above-ground parking levels.
 - Clarify if the podium parking is naturally ventilated or fully enclosed and mechanically ventilated.
 - Mechanically ventilating all of those parking levels also conflicts with sustainability goals.
 - If enclosed illustrate where the vents will be located.
 - The parking façade treatment results in a bulky mass that draws the eye to the podium. The design of the podium should be opened up to relieve some of the façade elements.
 - Provide a close up rendering of the parking that illustrates what the podium will look like from a pedestrian perspective along Sunset as well as the side streets. Can parked vehicles be seen from the pedestrian perspective?
 - Consider removing one floor of parking. The stacked parking in the above ground garages especially in the drive ways seems out of place and may not work from a clearance standpoint, consider removing these stacked parking areas as a way to lower the amount of parking.
 - It is unclear how the stacked parking functions especially the spaces shown in the drive aisles.
- Proposal of large, operable doors at decks to provide natural cross-ventilation sound like a terrific amenity but unclear how requirements for circulation spaces to be pressurized (high-rise construction) would be met.

- The external, exposed stairways at north side of office block add interest but it is unclear how they fit into the building's circulation system.
 - The exterior stairs seem to be an appendage that will be value engineered. This could be alleviated by providing stairs from the 6th floor to the penthouse, rather than be broken up and skip connecting certain floors.

Examples: Aerial View and Surrounding Proposed Projects



AERIAL VIEW | PLANNED SURROUNDING PROJECTS



Pedestrian First

- Sunset is the only frontage that includes uses which would result in pedestrian activation/interaction. The translucent elements present along Sunset Blvd should be

wrapped along Cole (or other means of admitting daylight or natural ventilation) and elements should be included to activate the corner of Sunset and Cole;

- While approach from sidewalk on Sunset and lobby fronting on Wilcox seems welcoming, the entry sequence from parking or valet to restaurant or office spaces could use more treatment and improved access.
- Can the rideshare drop off area be moved into the Valet drop off area interiorly?
 - Perhaps carve out a space for drop off and queuing by moving the handicapped parking of stalls 1 & 2 to the area of stalls 16-21.
 - As a note, LADOT will require yearly compensation for on-street metered parking spaces removed, around \$3K each.
- Eastern frontage along Cole – This frontage is lacking any meaningful streetscape elements besides street trees. Consider providing an inclusion of a parkway, street level plantings beyond the street trees?
 - Cole Place is the only adjacent street with a Local designation but currently it is being treated more as a service alley instead of a space for people, which makes for an uncomfortable pedestrian realm.
 - Would there be any opportunity to improve Cole as more of a *woonerf*, plaza space or shared street or at least add greenery, benches or other pedestrian amenities here?
 - Having a single, direct entrance from the sidewalk to the long-term bike parking is a good feature, although its location on Cole--together with the lack of attention to the quality of pedestrian experience here--treats bicycle riders as second-class commuters.
- Where do the stairwells that can be seen behind the restaurants lead?
- Loading area
 - This is a very large area. Provide a justification/need for such a large area.
 - Screen the loading area with translucent elements/glazing to improve the pedestrian experience along Cole.
 - Will trucks be forced to back out of or into the area thereby blocking Cole?;
 - In an effort to increase the pedestrian orientation along Sunset and Cole, consider relocating the loading area to the southern portion of the site and combine the valet and loading areas.
 - If the loading and valet areas are merged, consider expanding the lobby to bridge Wilcox and Cole.
- DWP Station – Can the structures be oriented along the western property line with the parking located more linearly along Cole?
- Is the alley being improved as part of the Project?
 - Can the alley be turned into or improved with pedestrian access: specialized paving, lighting elements, or a Livable Street?
 - At its current width of 10 feet, it may essentially become a cut through for pedestrians.
 - Was there an analysis done of the potential to use the alley to access the parking? LADOT's recently revised driveway design guidelines prohibit taking access from streets with Boulevard or Avenue 1 or II (Wilcox) designation unless there is no other feasible alternative.

Climate Adapted Design

- With the amount of glass featured, what is the window to wall ratio?
 - Is the amount of glass achievable and still obtain the energy rating with all of the sun exposure particularly along Wilcox?
 - Has the window to wall ratio been analyzed in the building's energy model? The large expanses of clear vision glass will be difficult to overcome in achieving LEED gold rating.
 - Can the glass façades be broken up by continuing the wooden louvres up from the podium screening to the penthouse in some manner?
 - Maybe there's an opportunity to add brise-soleil elements or other devices to shade the curtain walls, as at west façade where they might also serve to integrate the architectural expression of the building's base with that of the penthouse element.
- Mass timber – can be very expensive including the maintenance and upkeep. Are the upper floors 100% mass timber or are there interior concrete columns?
 - Is the use of mass timber in the Project impacted by site being designated as being in Fire District 1?