

MEMORANDUM

To: GRVNC
From: Jeanmarie Hance
Re: Proposed Sunset/Main Project
Date: December 29, 2005

The purpose of this memorandum is to outline the changes to the RAD proposed Sunset/Main project. These changes are the result of RAD's dialogue with the Venice community regarding the Sunset/Main project. The attached diagram illustrates the items listed in this memorandum.

Height

The original proposal had a varied height roofs from a high of 56' to a low of 17'. The thinking behind the original proposal was that all impacts from the 56' height could be absorbed on site, given the size and configuration of the site, and that the varied height roofs created architectural interest and were in keeping with the character of the urban fabric in Venice.

The community, with certain notable exceptions, was solid in their expression of wanting the project to have a lower profile. Many people argued for the VSP height of 35'. Many people recognized that the community benefits of the walk street and the affordable housing merited a trade off for an increase in height.

The current proposal has a maximum height of 45' to a flat roof. The Main Street varies from 35' to 45' and Thornton and Sunset also have varied heights at 35' and 45'.

Roof access stair penthouses will not be located on the units adjacent to Main Street, Sunset or Thornton. On the walk street, roof access stair penthouses will be a minimum of 12' back from the edge of the roof edge, so they will not be visible from the walk street.

Walk Street

The original proposal did not include a walk street. It was designed to be an enclosed residential community.

There was a consensus in the Venice community that a walk street be included in the project so that the project would: (1) consistent with the character of the surrounding area, (2) allow through access between Main and the beach, and (3) integrate the project into the surrounding neighborhood rather than isolate it.

The current proposal includes a walk street. The dimensions of the walk street are 15' from front yard fence to front yard fence in the residential portion. Portions of the residential facades have added stepbacks at the 35' height. The walk street is 20' wide in the retail portion and the retail heights are at 45' in that area.

Thornton Avenue

The original proposal showed 45' residential development on Thornton Place with a wide, landscape setback.

The community expressed a desire for a continuation of Thornton across Pacific, a continuation of the front yard pattern of Venice and the continued closure of Thornton Place.

The current proposal for Thornton Place is similar to the proposed interior walk street, in that it has front yards, front yard fences and garden gates on Thornton Place. In addition, there is a tree-lined walkway along Thornton Place, which is, as much as possible, aligned with Thornton Avenue. It leads from Pacific Avenue to Main Street and ends where the project café is proposed.

Main Street

The original concept showed a mix of retail/commercial and live/work spaces ranging in height from 17' to 45'.

The majority of the community expressed a desire for a retail/commercial presence on Main Street that would be interesting to a person walking by and would help connect the southern part of Main Street in Santa Monica to the northern part of Main Street in Venice and begin to create an interesting connection to Abbot Kinney.

The current proposal is for the Main Street edge to be retail/commercial with a wider sidewalk and street trees on Main Street. At the entrance to the walk street, the retail wraps around the side of the building and the walk street is 20' wide at that point. The heights on Main Street vary from 35' to 45'.

Affordable Housing

The original proposal included 17 very low-income units, in accordance with the requirements of the Mello Act.

The community asked for some housing available to more moderate-income levels.

The current proposal includes 17 very low-income units, in accordance with the requirements of the Mello Act, and 17 units available for sale to local residents employed in essential services such as health care, public safety and education.

Density

The original proposal proposed a total 225 units, 208 market rate and 17 affordable. The community asked for lower density.

The current proposal is for a total of 201 units, 167 of which are market rate, 17 of which are affordable to persons of very low income and 17 workforce units.

Parking

The original proposal included 676 total parking spaces to meet the requirements for residential, retail/commercial, BIZ and surplus parking.

The community discussed various options, including a shuttle option – which would partially replace the BIZ parking and requested that dedicated, for lease spaces be made available to area neighbors.

The current proposal is for a 614-car garage. This would meet the requirements of the current proposal for residential units, retail/commercial parking, the required BIZ parking and it continues to include the 34 dedicated, for lease spaces requested by the area neighbors.

Sustainability

The commitment to sustainability has remained the same in both the original and current proposals. We would use energy efficient systems, taking advantage of the ocean breezes for cross ventilation, use an extensive sustainable plant palette to improve the micro climate, use sustainable building practices and stormwater best management practices.