

MEETING DATE: **01.30.12**

AGENDA ITEM: Consideration of a Commitment Letter to Conditionally
Commit the City of Culver City to Dispose of the Property to
the Selected Developer for the Development of the
Washington/National Transit Oriented Development Site.

ATTACHMENTS

	<u>Pages</u>
1. Offer Letter	1-26
2. Draft Commitment Letter (to be provided at the meeting).	



CITY OF CULVER CITY

9770 Culver Boulevard, Culver City, California 90232

Sol Blumenfeld
Community Development Director

310 253-5700
310 253-5779 Fax

January 25, 2012

XXXX
XXXX
XXXX

Subject: Washington National Transit Oriented Development

Dear XXXX,

Given the recent Supreme Court decision regarding redevelopment, the City is proceeding with an abbreviated process to select a developer for the Washington National Transit Oriented Development (TOD) project located at the new Culver City Expo Line station. The City will consider entering into a contract for property disposition in order to construct the transit oriented development which is detailed in the attached background information. The developer will be required to redevelop the property pursuant to the City's concept plan and obtain all entitlements necessary to implement the project which must be fully parked and conform to the height district in the zone.

We are requesting a letter from qualified developers indicating their proposed land offer for the 5.2 acre site and confirming the intent to construct the project consistent with the outlined project goals and depicted in the attachment. Though the City has sketched the broad features to guide planning, the selected developer is expected to bring their own architectural energy and place-making sensibilities to the project. In general, the development must include a mix of housing, office, retail and restaurant use surrounding a large central open space amenity and connect seamlessly with the new station and the emerging Washington National Transit Oriented Development District with public plazas, outdoor dining and a strong retail edge to encourage pedestrian activity.

The City will select a developer on the basis of the letter submittal and review of developer qualifications. The land offer should reflect the City's participation in completing negotiations on parking structure encroachments with the City of Los Angeles and delivering clear title to the property. Related reference documents can found on the City's web site.

Please provide a letter to me (with e-mail copy to: sol.blumenfeld@culvercity.org) by no later than 12:00 noon, January 27, 2012 indicating your land offer and confirming your intent to construct the project as required by the City. A Commitment Letter will be issued to the selected developer following consideration by the City Council on January 30, 2012.

Sincerely,



Sol Blumenfeld
Community Development Director

Cc: John Nachbar, City Manager



WashingtonNational

Development Program

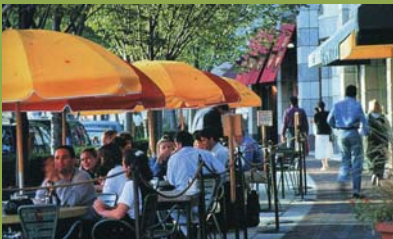


WASHINGTON NATIONAL TOD GOALS

1. Create a pedestrian oriented, mixed use, transit oriented development (TOD) that incorporates office, retail, restaurants, hotel and housing.
2. Create a regional destination that provides regional benefits related to jobs and housing.
3. Promote the LRT connection to USC, Staples Center and Downtown Los Angeles and Downtown Culver City.
4. Fulfill the goal of transit oriented development by bringing shopping, housing, and employment together to advance the goals of regional air quality and mobility for the city and region.
5. Utilize a multi-jurisdictional approach to development involving Metro, the City of Los Angeles, Cal Trans and Culver City to reduce development costs and maximize parking and development opportunities.
6. Coordinate land use planning, streetscape design, entitlements, permit issuance, inspections and encroachments between Culver City and Los Angeles.
7. Provide a model sustainable development with integral solar technology and other green building features for natural lighting, heating and cooling, and organize the site plan to reflect sustainable objectives.
8. Incorporate planned roadway widths and street dedications to allow ample right of way for wide sidewalks, landscaping, pedestrian amenities and bike paths.
9. Avoid podium parking along streets and sidewalks and encourage walkability in and around the site.
10. Connect the TOD with Culver City's Hayden Tract, Arts District and Downtown, with bike paths and shuttle service.
11. Encourage design that is fitting with the neighborhood scale and compliant with development standards.
12. Consider opportunities for gateway features abutting with properties to the east and south.
13. Promote project livability with large, central, useable, on-grade open space that communicates with surrounding site uses and provides a space to read or toss a frisbee.

WASHINGTON NATIONAL TOD GOALS (continued)

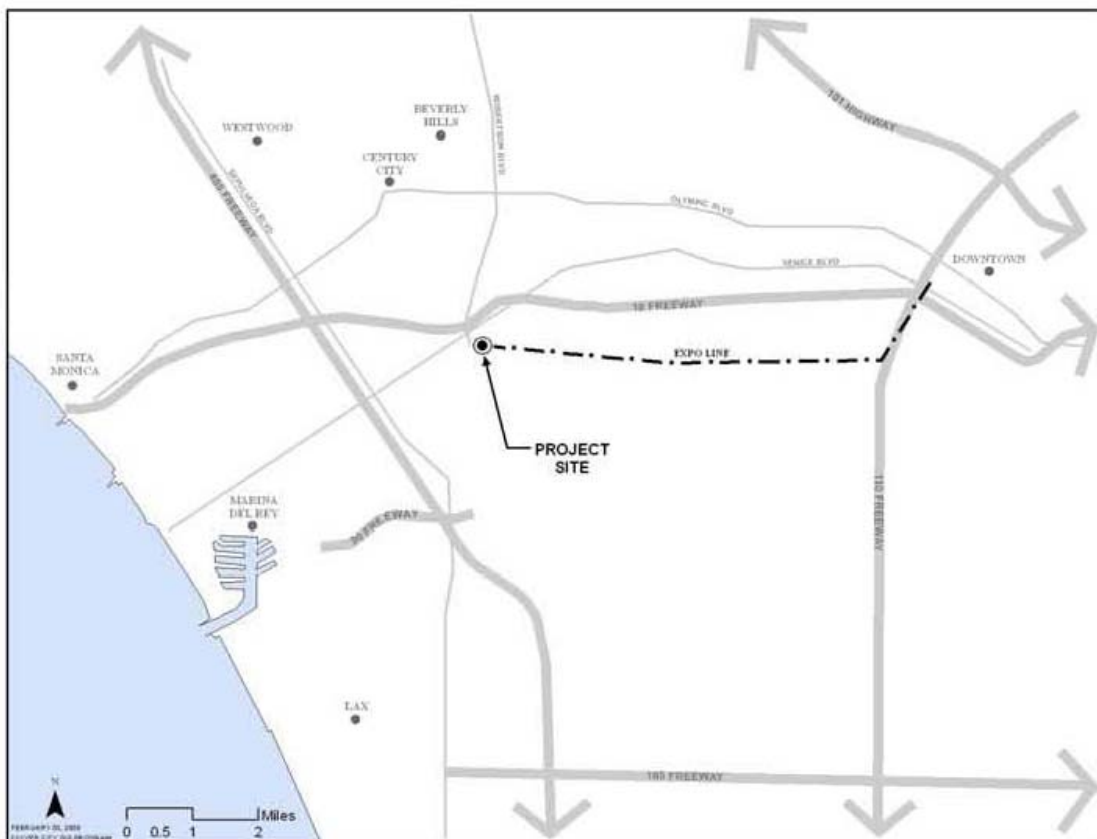
14. Develop, attractive, wide, tree-lined sidewalks along the Project street frontage.
15. Provide ample setbacks for outdoor dining, seating, colonnades, trellis structures and other pedestrian amenities that support ground level retail.
16. Develop small scale ground level retail (not big box format).
17. Incorporate a high end boutique hotel as part of site development.
18. Maximize place-making potential for the project with creative design, attractive site amenities and a unique transit plaza connecting the second story LRT platform to shops and plazas below.



Washington National

project overview

The Washington National “Triangle Site” provides an exciting opportunity to create a new place-making, mixed use, transit oriented development (TOD) incorporating office, retail, restaurants, hotel and residential uses. The development is strategically located in the Westside at the Exposition light rail transit station in Culver City. The project borders Los Angeles and is close to the Santa Monica Freeway (Interstate 10), Beverly Hills, Santa Monica, LAX and Culver City’s revitalized Downtown, the Hayden Tract, the Helms Bakery Complex and Arts District.



Background

Culver City has engaged in planning to create a sustainable TOD project that fits within the surrounding community and fulfills the environmental promise of bringing housing, employment and shopping together to enhance regional air quality and mobility. Planning has focused on a new multi-jurisdictional effort with Metro, the City of Los Angeles, and Cal Trans to reduce costs and maximize development opportunities.

Summary of Concept Project

The following summarizes a preferred TOD development program which reflects the aforementioned goals:

Land Use	Units	Sq. Ft.	Rooms	Spaces
Residential	40-60(1)			
	<u>50-70(2)</u>			
Total	90-130 du's			
Office		156,000 (1)		
		<u>44,000 (2)</u>		
Total		200,000		
Retail/Restaurant		50,000 - 71,500		
Hotel			148	
Open Space		approximately 1/3 acre		
Parking (2 levels subterranean)				1,267 - 1313
TOD				<u>300</u>
Expo				
Total				1,567 - 1613

(1) Phase I (2) Phase 2

The City will entertain development program options which reflect the project goals and include the basic components of office, retail (small format), residential, and a boutique hotel surrounding a central open space. Additional development alternatives have been noted for your consideration in Attachment No. 1.

Parking for Expo and the TOD

The full complement of parking will be satisfied for the Expo light rail station and the TOD. The site's triangular shape presents parking challenges; however, by including a subterranean portion of the Metro right of way and by including six parcels in the City of Los Angeles and 1/2 of National Boulevard right of way in Culver City and Los Angeles, project parking needs are met. Use of Metro property requires installation of a shoring wall abutting the MTA right-of-way at the developer's cost.

Phase One of the Expo line requires 600 parking spaces. As the train moves on to Santa Monica in Phase Two, the required Expo parking diminishes to 300 spaces. The residual parking from Expo in Phase Two will allow for increased TOD office and residential development. The parking will be funded and operated by the developer of the Triangle Site to accommodate all Expo and TOD needs. Two subterranean parking levels will be accessed from garage entrances at Washington and National Boulevards. Short-term parking for the hotel and retail uses will also be provided at grade.

Community Facilities District

Various infrastructure and streetscape improvements are proposed for the Transit District area that will be shared by adjacent businesses. These improvements consist of upgrades to sewer, gas and water lines as well as sidewalk enhancements that include the installation of broad spreading trees, pedestrian lighting and furniture. A Community Facilities District for the Transit Oriented Development Zone is proposed to fund and maintain these improvements. This District will allow are development to amortize costs on a prorata basis.

Development Objectives

Conceptual Site Plan

The Culver City Redevelopment Agency has approved a conceptual plan that features a mix of office, retail, restaurants, residential and hotel uses surrounding a large central open space to make it a great place for living, shopping, or working. The project will be appropriately scaled, and contain iconic architecture, public plazas with outdoor dining and other pedestrian amenities, and an exciting transit plaza activates the project. A boutique hotel, a mix of small, medium and “dinner-house” type of restaurants and related retail in the project will expand opportunities for tourism and business visitors to the emerging Transit Oriented District, the Hayden Tract, Arts District, Helms District and the Downtown adding social and economic vitality to the area.

The project will be a model of green building and sustainability, fulfilling the environmental promise of transit oriented development, by bringing housing, employment and shopping together to minimize auto use. It will offer mature landscapes, promote ground water recharge and encourage natural lighting, heating and cooling. Buildings positioned along the project perimeter will be stepped and setback to facilitate air movement to moderate summer heat and support solar technology. Broad tree lined streets and ample building setbacks will create view-sheds and breezeways into and through the site.

While the City has sketched the broad features to help guide planning, the selected project development team will bring its own architectural energy and place-making sensibilities to create excellence in urban design. The Triangle Site will help define the surrounding area and create an exceptional new neighborhood, fostering design excellence and revitalization, while addressing regional problems related to job generation, air quality, mobility and sustainability.

Open Space & Other Amenities

The site includes a central landscaped square, designed to accommodate mature planting and programmed for passive or active use as part of a network of plazas that ring the site. A special gateway feature at Washington and National Boulevards has been identified for public art, special landscapes, and lighting that highlights the transit district.

Building line setbacks of 15 feet along the project perimeter will be punctuated with pedestrian amenities such as colonnades, planters, special seating, stepped building design, building articulation and opportunities for outdoor dining.

Transit Plaza

A unique element of the project is the Transit Plaza at Venice Boulevard that connects the aerial Expo Station with the TOD below. The Transit Plaza is envisioned as an attractive, stepped architectural feature that offers special places for sitting, dining and taking in the sights.

Hotel

The City's Hospitality service consultant has studied the viability of a hotel at this location. A 148 room, high end, boutique hotel serving a niche entertainment business market is part of the proposed project. The full service hotel will ground level retail, restaurants and short term hotel check-in parking.

Residential & Commercial Development

Housing is an essential component of the mixed use project with building setbacks and stepbacks to maximize light and air to each unit. The residential units will be offered for sale or rental and include site amenities that make it a highly desirable place to live on the Westside. Convenient shopping and dining will be part of the site amenities, reducing the need to drive. Residents of the Triangle Site will walk to the nearby grocery stores, bike Downtown or catch the Expo line to Staples Center, returning to dine at one of several fine restaurants in the project.

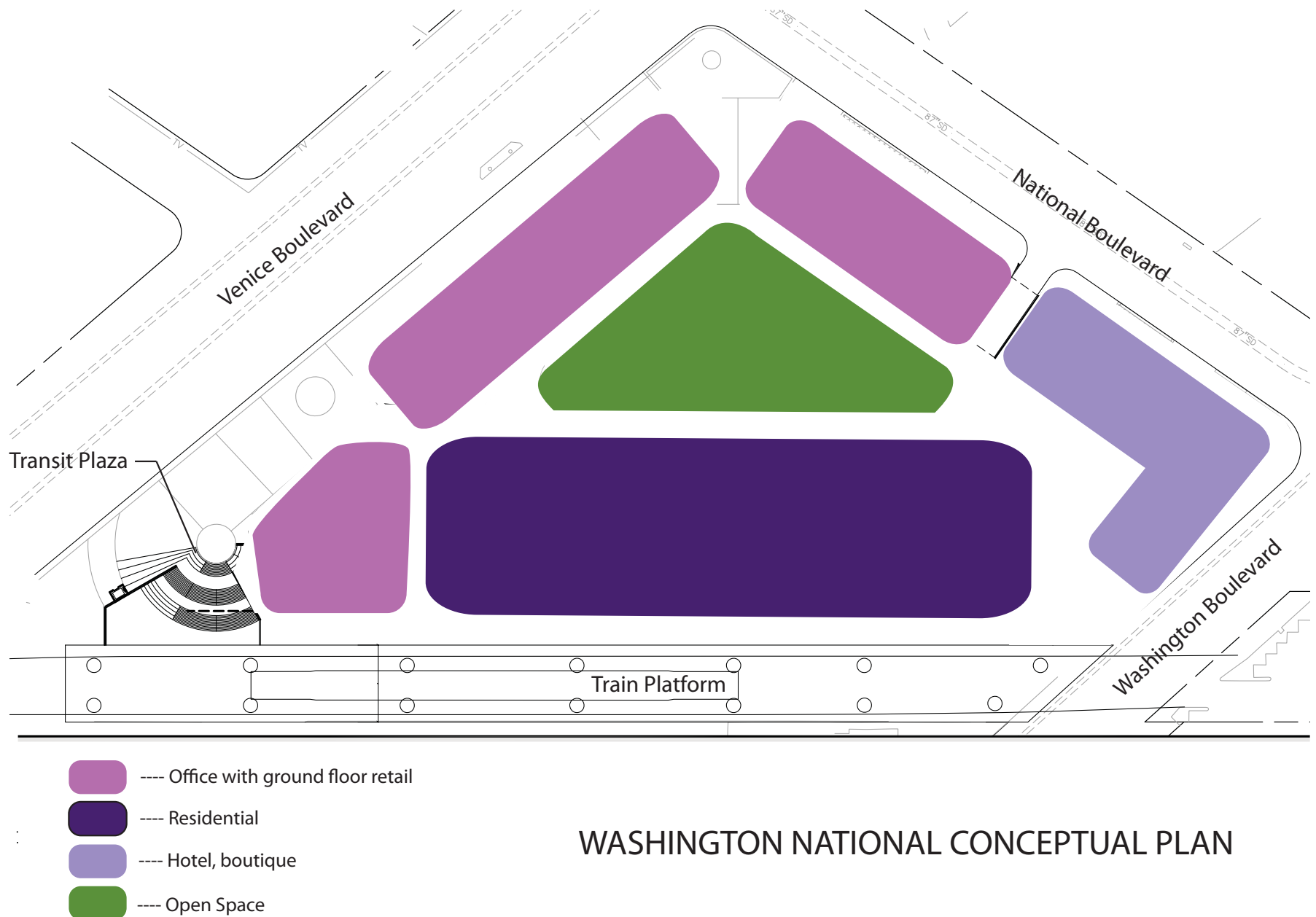
Retail and office development will be focused along Venice and National Boulevards at the ground level providing a new Westside location for quality office and retail tenants. The residential and commercial project phasing will allow market absorption over time in response to market demand.

Connectivity and Catalytic Projects

The Expo Station and TOD will connect the Transit District to the region including Downtown, Hayden Tract, Arts District, Westfield Culver City Shopping Center and Westside cities. There are two other catalytic projects proposed for this area: Legado Project and The Platform.

1. Washington National
2. Legado Project
3. The Platform



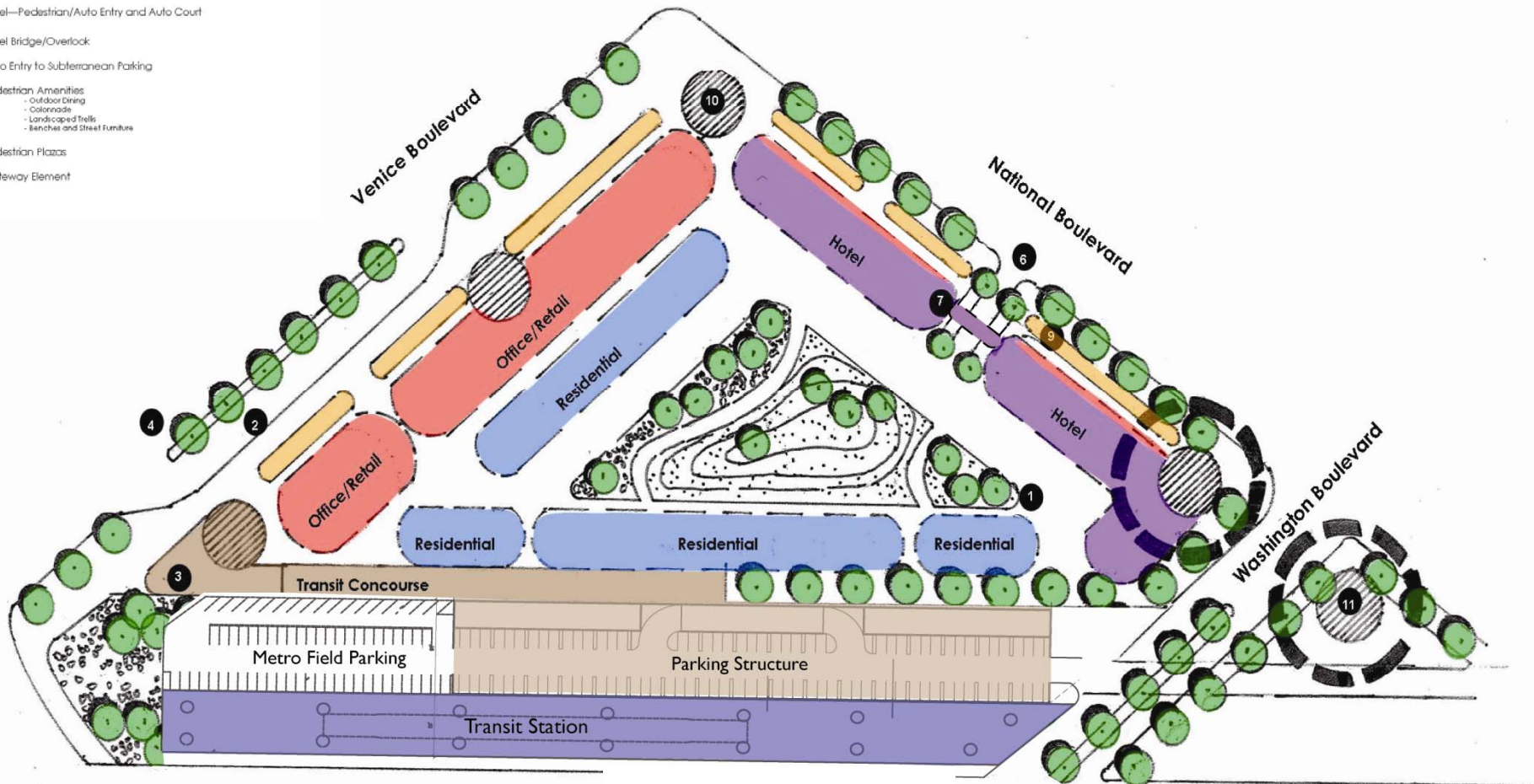


Washington National

Concept site plan

KEY

- 1 Triangle Park/Project Open Space
- 2 Rapid Bus Intermodal Component and Landscaped Edge
- 3 Transit Plaza Overlook and Grand Steps
- 4 Landscaped Green
- 5 EXPO Surface Parking or Above Grade Parking Structure
- 6 Hotel—Pedestrian/Auto Entry and Auto Court
- 7 Hotel Bridge/Overlook
- 8 Auto Entry to Subterranean Parking
- 9 Pedestrian Amenities
 - Outdoor Dining
 - Colonnade
 - Landscaped Trench
 - Benches and Street Furniture
- 10 Pedestrian Plazas
- 11 Gateway Element



Open Space

concept



- Passive usage

Open Space

concept

- Active usage
- Programmed



Pedestrian Amenities

concept

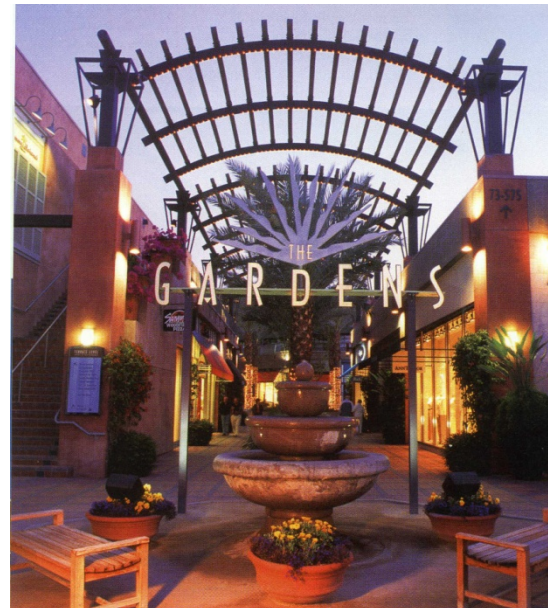
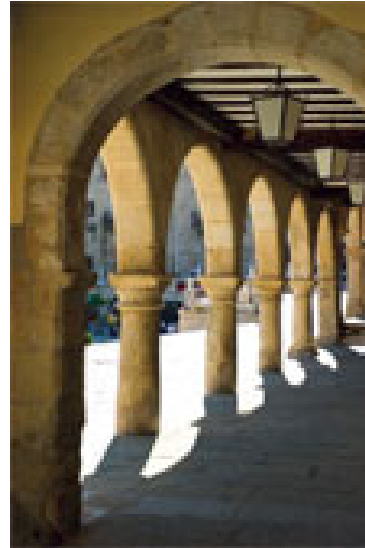


- seating niches
- outdoor dining

Pedestrian Amenities

concept

- colonnades
- planted trellis



Transit Plaza

concept

- Light Rail
- Rapid Bus



Conceptual view of Transit Plaza Overlook



Retail Edge

concept



Gateways

concept

- iconic design
- landscaping
- crosswalks
- paving and lighting

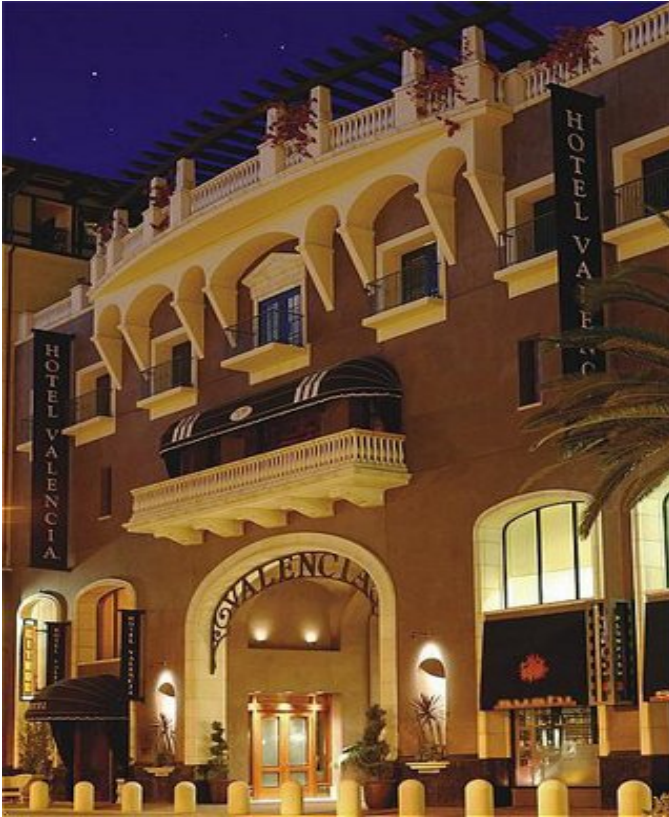


Residential concept



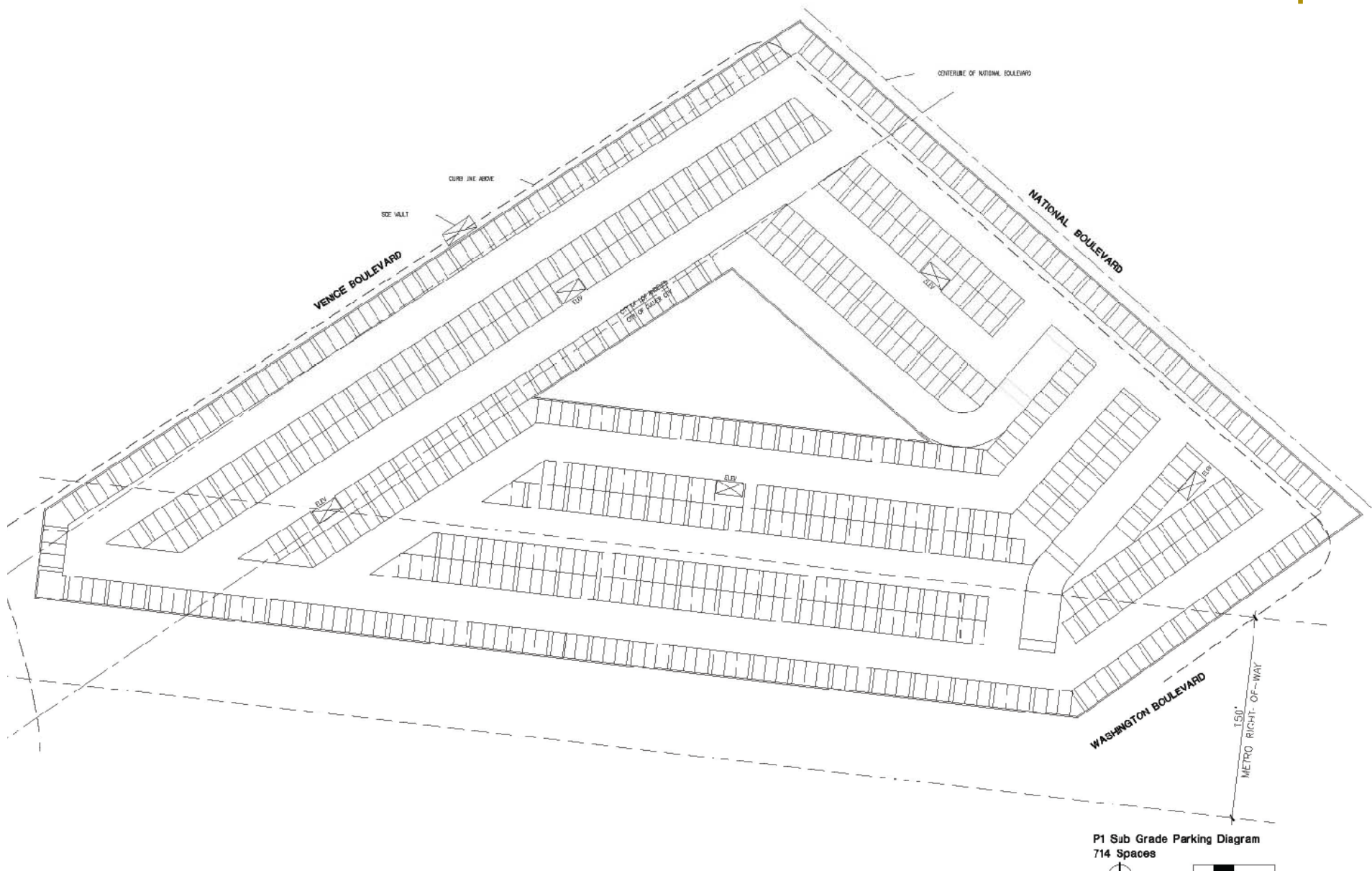
Hotel concept

- boutique
- low rise
- high end

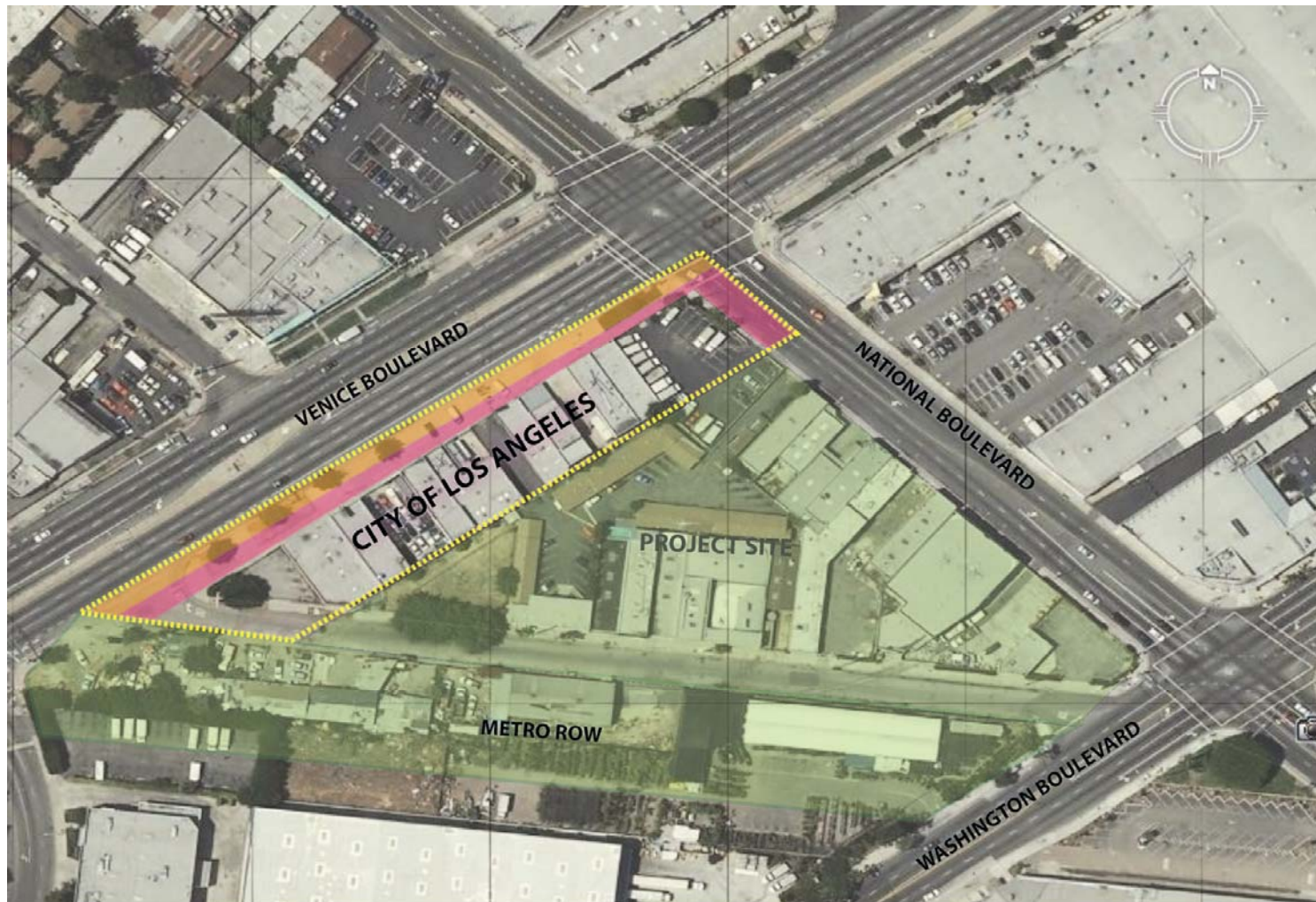


Subterranean Parking

concept



City of Los Angeles Encroachments



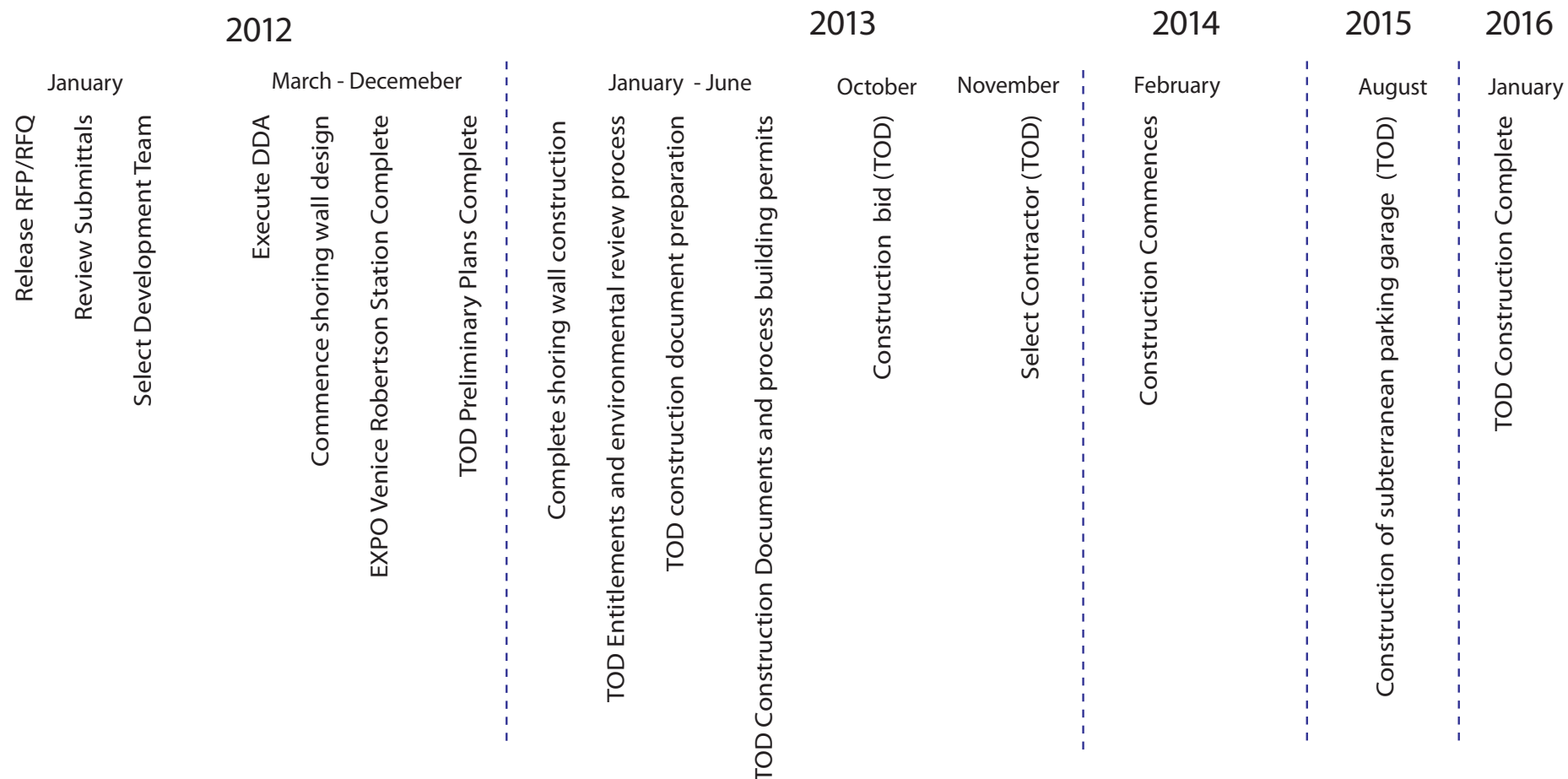
- CITY OF LOS ANGELES BOUNDARY
- CALTRANS ENCROACHMENTS
- CITY OF LOS ANGELES ENCROACHMENTS

Proposed Parking Encroachments





Preliminary Washington/National Transit Oriented Development Timeline



Attachment #1Alternative Development Options

Project Element	Option 1	Option 2	Option 3
Office	200,000	212,762	182,400
Retail/Restaurant	60,000	63,168	55,600
Hotel	148	148	148
Residential	119 DU's	117 DU's	149 DU's
Open Space	½ acre	½ acre	½ acre
Podium Parking	1 level	1 level	1 level
Subterranean Parking	2 levels	2 levels	2 levels
Total Parking Stalls	1,567	1,613	1,567
Building Height *	4-5 stories	4-5 stories	4-5 stories

* Varies to maximum height