

MEETING DATE: 02/13/12

AGENDA ITEM: CITY COUNCIL AGENDA ITEM: Continued Discussion of a Commitment Letter with Regency Centers Acquisition LLC for the Sale and Redevelopment of City Owned Property at the Northerly corners of the Washington Boulevard and Centinela Avenue Intersection, and Consideration of an Agreement with International Parking Design to Design, Bid, and Oversee Construction of a Public Parking Structure to Satisfy the Parking Requirements of the Washington Boulevard/Centinela Avenue Market Hall Project.

ATTACHMENTS

Item	Description	Pages
1	Parking Structure Height Graphic	1
2	Commitment Letter	2 – 8
3	Off-Site Public Improvements	9
4	IPD, Walker Parking and Kimley-Horne Proposals	10-105

Culver CITY

REDEVELOPMENT AGENCY

WASHINGTON-CENTINELA MARKET HALL OFF-SITE PUBLIC IMPROVEMENTS

NOTE: Many of the items below are preliminary in nature and items may be added or removed depending on the conclusions and recommendations contained within the traffic study performed for this project and conditions imposed by the Planning Commission during the project's entitlement review. Costs are rough estimates and are not based on construction documents or bids to complete the improvements:

• Curb & Gutter Improvement Work	\$ 15K
• Sidewalk Improvements	\$ 60K
• Adjacent Street Resurfacing	\$100K
• Left-hand turn signals N/S on Centinela Ave.	\$ 75K
• Left-hand turn signals E/W on Washington Bl.	\$ 75K
• Pave Colonial Alley adjacent to project area	\$ 50K
• Resurface Grandview Alley adjacent to project area	\$ 35K
• Special crosswalk paving at WA/Centinela Intersection	\$172K
• Replace high with low voltage streetlights adjacent to project area	\$ 52K
• Traffic Calming Measures*	\$ 50K
TOTAL:	\$684K

See Illustrative Plans for proposed traffic calming measure at Colonial Avenue below. Also includes one-time establishment of a permit parking district along Colonial Avenue.

View of Market Hall Parking Garage and Possible Traffic Barrier





CITY OF CULVER CITY

97 Culver Boulevard, Culver City, California 90232

Sol Bimenfeld
Community Development Director

310 253-500
310 253-595x

January 31, 2012

Re: Certified Mail,
Return Receipt Requested*

John Migan
Vice President, Investments
Agency Centers
915 Wilshire Blvd, Suite 2200
Los Angeles, CA 90017

Re: Washington Centinela Market Hall, Culver City, California

Dear Mr. Migan:

On behalf of the City of Culver City (the "City") I am pleased to inform you that the City has approved a binding commitment to Agency Centers Acquisition, LLC, a Florida based limited liability company (or an affiliate thereof, subject to the reasonable approval of the City) (the "Developer") working in conjunction with Ed Brn Community Company, a California S Corp, and Community Company, LLC, a California limited liability company, for the City's disposition to the Developer of approximately 117 acres of land (the "Property") and the Developer's redevelopment thereof and of adjacent real property, located at the northwest and northeast corners of Washington Boulevard at Centinela Avenue in Culver City, in connection with the Washington Centinela Market Hall project, a proposed high quality, pedestrian oriented place-making market hall development with iconic architecture, uniquely designed with an open floor plan and public plazas (the "Project") upon the following terms and conditions:

TERMS AND CONDITIONS

1. The Project will consist of: (i) on Site A a market hall with high ceiling and/or mezzanine space comprised of approximately 21,250 square feet of building area on a 53,022 square feet parcel (excluding the alley) with public plaza frontage, (ii) on Site B additional high ceiling and/or mezzanine market hall or other related retail/restaurant uses comprised of 12,000 square feet of building area on a 19,366 square feet parcel with public plaza frontage, (iii) on a 21,600 square foot portion of Site A which portion will not be a part of the land sale to the Developer (the "City Parking Parcel") a 3 1/2 level, 217 space semi

subterranean parking structure to be owned and operated by the City (the "Parking Structure") (v) the undergrounding of aerial utilities on the Property and the City Parking Parcel, and (v) the Developer's completion of certain public improvements on behalf of the City, and as approved by the City; as of the date hereof, such public improvements are anticipated to consist of the following: Curb & Gutter Improvement Work, Sidewalk Improvements, Adjacent Street Surfacing, Left-hand turn signals on Centinela Ave, Left-hand turn signals on Washington Blvd, Paved Colonial Key adjacent to project area, Surface Grandview Key adjacent to project area, Special crosswalk paving at Washington Intersection, Replace high with low voltage streetlights adjacent to project area, and Traffic Calming Measures.

2. In the Parking Structure, 10 parking spaces will be used to meet code requirements for the Project, and 47 additional spaces will be used for public parking for the commercial area. The City will design, bid, construct, manage and operate the Parking Structure, and the Developer shall provide construction management services for the Parking Structure at no cost to the City and pay its *pro rata* share of ongoing maintenance, operation and capital expenses for the 10 parking spaces dedicated to the Project, and the City will fund the cost of ongoing maintenance, operation and capital expenses for the remaining 47 additional spaces.

3. The Project will be LEED Certified and will comply with the CalGreen requirements, photovoltaic requirements and green building requirements as mandated by the City.

4. The Project shall be developed in strict accordance with the conceptual plans included in the City's November 30, 2011 Request for Proposals (the "RFP") which have been conceptually approved by the City Council. Further, the Project must conform to the RFP; the Developer's January 12, 2012 Response to such RFP confirming conformance to the RFP development program; the Development Plan for the Culver City Development Project Area approved and adopted by the City pursuant to Ordinance 98-014 on November 23, 1998, as amended pursuant to Ordinance 98-015 on November 23, 1998; and all applicable local, state and federal laws, rules and regulations. Each of the documents described in this paragraph are hereby incorporated herein by this reference.

5. For the purpose of legally separating the City Parking Parcel from the remainder of Site A prior to conveyance of the Property to the Developer, the parties anticipate that a parcel map would be prepared and recorded in the Official Records of Los Angeles County, in compliance with Section 1351(e) of the California Civil Code, concurrently with the closing and prior to commencement of construction of the Project as provided herein, or a similar subdivision process completed by such time. The Project will require a General Plan Amendment and Zone Change for development. Site A alley requires

reconfiguration to terminate onto Centinela Avenue, and an irrevocable easement ~~will~~ be required to be recorded upon Site A for ingress/egress of the alley.

6 In connection ~~with~~ the City's commitment hereunder the Developer shall submit to the City a good faith deposit in the total amount of \$00,000 (the "**Good Faith Deposit**") The Good Faith Deposit shall be submitted by the Developer to a mutually acceptable escrow company, to be held in an interest-bearing account for the benefit of the Developer, in the form of a certified or cashier's check or ~~the~~ transfer ~~which~~ in 30 days after the date of this letter agreement, pursuant to escrow instructions mutually acceptable to both the City and the Developer

7 The purchase price for the Property is \$,28,950. The Good Faith Deposit, including any interest earned thereon, ~~will~~ be applied at the close of escrow as a credit toward the Developer's purchase price for the Property.

8. The Developer shall be responsible for obtaining all of the funds for, and constructing, the Project, except the Parking Structure on the City Parking Parcel whose design, plan/construction document preparation, bidding and construction ~~will~~ be the responsibility of the City.

9. Closing of the construction financing for the Project, the City ~~will~~ convey the Property (which does not include the City Parking Parcel) to the Developer subject to and conditioned upon the terms and conditions of this letter agreement.

10. At the closing of the construction financing for the Project, certain documents ~~will~~ be recorded against the Property and adjacent properties, as applicable, that ~~will~~ evidence and secure the reciprocal access and easement rights appurtenant to the Property and the City Parking Parcel, and other adjacent properties as necessary. ~~Notwithstanding~~ the foregoing sentence, this letter agreement is not intended to describe all of the requirements, terms, conditions and documents necessary or required therefor; each of the parties hereto shall execute such other and further documents and do such further acts as may be reasonably required to effectuate the intent of the parties hereto and carry out the terms of this letter agreement. The City Manager or designee is authorized to take such actions on behalf of the City that are consistent ~~with~~ this letter agreement, ~~without~~ further approval from the City Council of the City.

11. The Developer shall comply ~~with~~ State Prevailing Wage and/or Federal Davis-Bacon requirements, if applicable, and shall indemnify and hold harmless the City, its affiliated entities, and their respective representatives in connection ~~therein~~.

12. Any transfer of the Developer's interests in the Property or this letter agreement is prohibited, unless the City has granted its prior written consent thereto, which shall not be unreasonably withheld or delayed.

13. Events of default by the Developer will permit the City, after reasonable notice and opportunity to cure, to pursue appropriate remedies, including the City's right to enter and retake the Property, and claim actual damages, subject in the case of actual damages to the following: (i) the City shall have a reasonable duty to mitigate actual damages; and (ii) by way of illustration, in the event there is an uncured default by Developer after City has expended funds for parking design, if City will be moving forward with such parking facilities by itself or with another developer, City's actual parking facility design damages would be limited to redesign costs to accommodate another Developer instead of the entire cost of such design. The parties hereby waive consequential damages. These events of default may include, but are not limited to, failure to complete timely the development of the Project as required by this letter agreement, failure to comply with use restrictions, transfers of interests in the Developer or in the Project without the reasonable prior consent of the City, failure to comply with terms and conditions of covenants, deeds of trust, and similar occurrences.

14. The Developer shall obtain all land use entitlements, approvals and permits necessary for the development of the Project not already obtained and shall pay all fees in connection therewith.

15. The Developer's architect and general contractor shall be subject to the approval of the City Manager or designee. As of the date hereof, the architect is anticipated to be BVA Architects.

16. Within 60 days following the expiration of the Due Diligence Period referenced below, the Developer shall prepare and submit a Project scope of development for approval by the City. The City Manager or designee shall have the right to review and approve all design drawings and plans for the Project. All plans for the construction of the Project shall be subject to applicable City design review approval procedures, and shall be consistent with and a logical evolution of the scope of development, except as otherwise approved by the City Manager or designee.

17. Within 60 days following the expiration of the Due Diligence Period, the Developer shall prepare and submit a schedule of performance for the Project providing for the timely satisfaction of all conditions precedent to the closing and the timely commencement and completion of utility relocation, offsite improvements and construction, for approval by the City. Except as otherwise approved by the City Manager or designee, failure to comply with the schedule of performance shall be a default under the terms of this letter agreement.

18. At the respective times provided in the schedule of performance to be agreed upon by the parties during the Due Diligence Period, the Developer shall submit for approval by the City Manager or designee evidence of financing consistent herewith and sufficient to completely finance the development of the Project.

19. The Developer shall indemnify and hold the City harmless from and against any costs relating to hazardous materials affecting the Property arising from and after the Closing Date. Prior to the closing, the Developer shall submit to the City a Phase I Environmental Site Assessment or confirm in writing that the Phase I environmental report prepared by Secor on June 30, 2006 and Phase II report prepared by Secor on August 23, 2006 and the March 2, 2010 Case Closure Letter issued by the Los Angeles Regional Water Quality Control Board are acceptable to the Developer as-is without further environmental investigations. If not acceptable to the Developer and subject to a right of entry approved by the City, the Developer shall conduct such additional environmental testing as may be necessary to determine that hazardous materials are not present on the Property, or that any hazardous materials on the Property may be remediated without adversely affecting the feasibility of the Project. The Developer shall execute an environmental indemnity in favor of the City similar to the form of environmental indemnity used in other City or Agency transactions.

20. The Developer shall submit for City approval all corporate and partnership or limited liability formation documents and agreements, and authorizing resolutions, as applicable.

21. The Developer shall obtain and maintain policies of insurance in the form and in the amounts required by the City, not including earthquake insurance, naming the City as an additional insured and meeting the insurance requirements customarily included in disposition and development agreements.

22. Prior to closing, the Developer shall obtain and submit to the City evidence of insurance, evidence of financing commitments, copies of construction loan documents and such other documentation as customarily included in disposition and development agreements.

23. The City reserves its right, in its sole and absolute discretion, to assign this letter agreement and all of the City's rights, title and interest in this letter agreement to an affiliate entity of the City or the Culver City Development Agency and/or its successor(s) without obtaining the consent or approval of the Developer or any interested party in the Project.

24. Any financial obligation of the City under this letter agreement shall be a special limited obligation, payable solely out of funds received by the City from the Agency pursuant to a 2011 cooperation agreement, and it is not and shall not be a pledge of or obligation payable through the City's general fund.

Accordingly, nothing in this letter agreement shall require or be deemed to require the City to expend or commit to expend monies from its general fund to satisfy any of the obligations set forth in this letter agreement. In the event that the City does not have the funds or property to fulfill any obligation under this letter agreement, it shall not be considered a default under this letter agreement. The City shall have no obligation whatsoever to utilize any other source of funds, other than funds received by the City from the Agency under such cooperation agreement, to make any payments to the Developer required hereunder.

25. The City acknowledges and agrees that the Developer's liability under this letter agreement is subject to the completion of the Developer's feasibility review of the Property and the Project, including without limitation, reviewing the environmental and geotechnical condition of the land. Accordingly, the Developer shall have a "Due Diligence Period" of forty-five (45) days following the date of this letter agreement in which to perform such feasibility review. At the expiration of the 45-day Due Diligence Period, the Developer shall have the right to terminate this letter agreement and receive a refund of the Good Faith Deposit if the Developer determines, in its sole and absolute discretion, that the Property is not suitable for its intended use or is not satisfied with the results of its feasibility review.

26. City agrees upon request by Developer to provide right(s) of entry to Developer for due diligence purposes, subject to and in accordance with Developer's execution of and compliance with a right of entry agreement in the City's customary form, which shall be subject to the reasonable approval of the Developer.

Please acknowledge your consent to the foregoing terms and conditions by signing and returning a copy of this letter agreement to my attention. If you have any questions regarding the matters discussed herein, then please do not hesitate to contact MSol Blumenfeld, Community Development Director for the City, at 310-253-5000.

Enclosures as described.

Sincerely,

~~THE CITY OF~~ **THE CITY**

a public body, corporate and politic

~~By~~ **_**

John Michbar
City Manager

APPROVED BY

Sol Bimenfeld
Community Development Director

APPROVED BY

KYLE K...
City Special Counsel

The Developer hereby acknowledges and agrees to all of the terms and conditions set forth in this letter agreement.

BY: ASITON LLC
Florida Based Liability Company

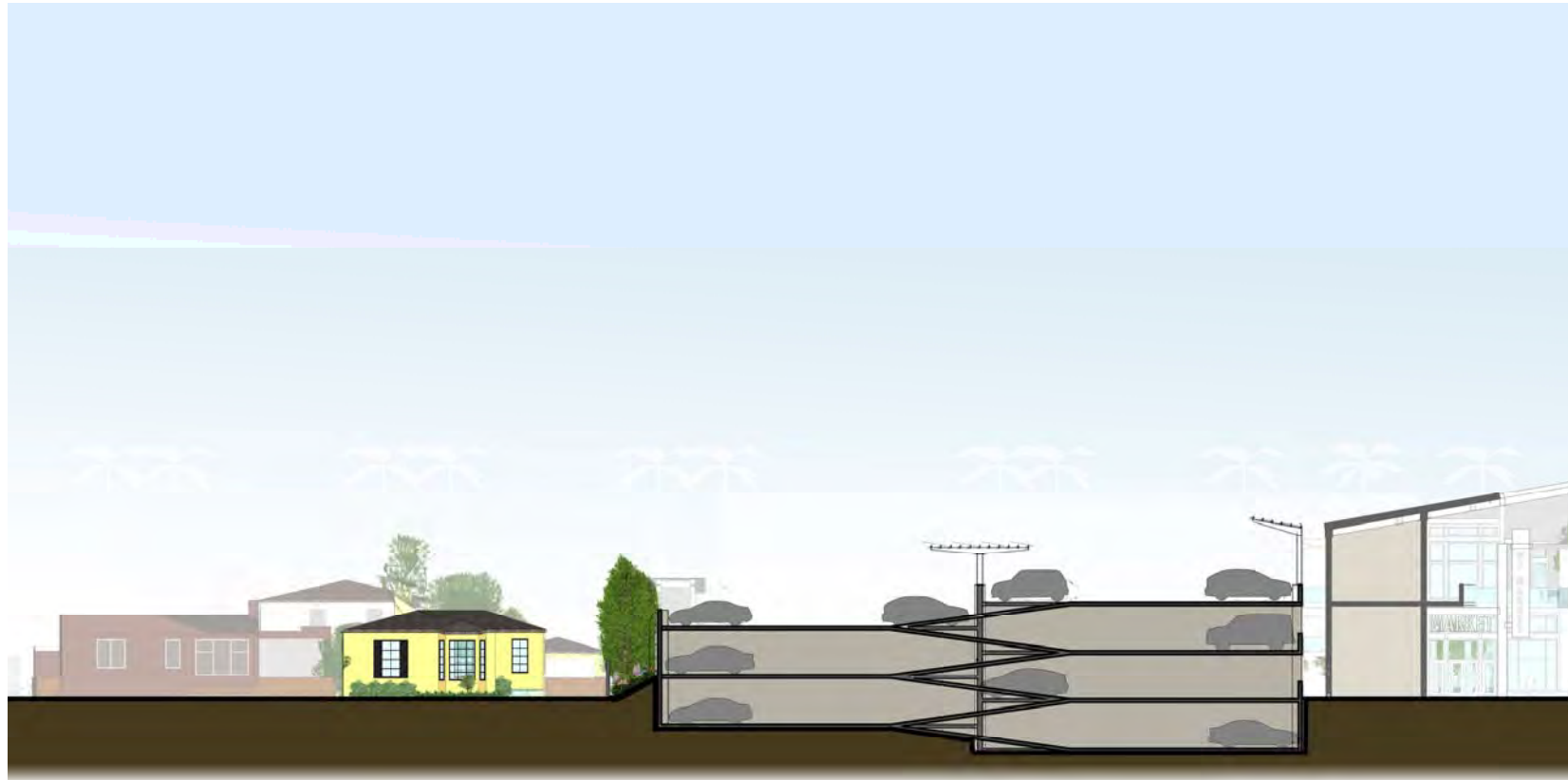
BY: Agency Centers, LP,
a Delaware limited liability partnership,
Its Manager

BY: Agency Centers Corporation,
a Florida corporation,
Its general partner

Name: _____
Its: _____

Date: _____

PARKING STRUCTURE HEIGHT GRAPHIC





WALKER
PARKING CONSULTANTS

PROPOSAL RESPONSE

**MARKET PLACE PUBLIC
PARKING STRUCTURE**
DESIGN & CONSTRUCTION
ADMINISTRATION SERVICES

Prepared for:
City of Culver City

Prepared by:
Walker Parking Consultants

FEBRUARY 2, 2012

Culver
CITY



606 S. Olive Street, Suite 1100
Los Angeles, CA 90014

Voice: 213.488.4911
Fax: 213.488.4983
www.walkerparking.com

February 2, 2012

Mr. Todd Tipton
Redevelopment Administrator
Culver City Redevelopment Agency
9770 Culver Boulevard
Culver City, CA 90232

Re: *Proposal to Provide Parking Design Services*
Market Place Public Parking Structure
Culver City, California

Dear Todd,

Walker Parking Consultants is pleased to submit for your review our proposal to provide parking design services for the new "Market Place" Public Parking Structure.

As the Architect and Engineer of Record, Walker Parking Consultants (Walker) will provide prime design services for your project and will coordinate the design effort of all individual team members including sub-consultants. Our team assembled for your project is carefully selected to provide the specialized consulting, architectural and engineering services needed to properly evaluate your parking structure, design long lasting solutions, and properly manage the project.

We believe our team makeup provides a unique advantage to the City and this project. The success of your project will depend upon a wide variety of factors. No factor is more important than the people that will work on the project; people that will bring their technical expertise, their ability to communicate, their ability to listen, and their ability to manage. Walker's in-house staff of specialists will review and assist the entire project team that will result in a smooth and efficient design delivery of the parking structure bidding documents for the City.

Our highly qualified team of local subconsultants will provide the additional expertise necessary to complete the parking structure design. The proposed team for this project is as followed:

Walker Parking Consultants	Prime, Functional, Architecture, Structural Engineering
Gotama Building Engineers	Mechanical, Electrical, and Plumbing Engineering
V&A, Inc.	Civil Engineering
AHBE Landscape Architects	Landscape Architecture
Ninyo & Moore	Geotechnical Engineer
TEECOM Design Group	Security Consulting

The Walker Parking Consultants team is committed to providing you quality professional design services resulting in a well-designed and efficient parking facility with good functionality and constructability.



We will be delivering this project using Building Information Modeling (BIM). This state-of the art method of design will bring the City significant advantages and is discussed further in our proposal.

The following proposal covers our project understanding, scope of services, professional fees and project schedule. Our scope is divided into several tasks that match the City's Development Parameters.

Although not specifically requested in the RFP, we plan to achieve a Disadvantaged Business Enterprise (DBE) goal for this project through the services of our Civil Engineer and Geotechnical Engineer.

Respectfully Submitted,
WALKER PARKING CONSULTANTS

A handwritten signature in blue ink, appearing to read "Daniel R. Johns".

Daniel R. Johns, P.E.
Vice President , Principal in Charge
CA Registration No. C 76027

A handwritten signature in blue ink, appearing to read "Pari Ashabi".

Pari Ashabi
Project Manager

A handwritten signature in blue ink, appearing to read "Kevin Waters".

Kevin Waters, A.I.A., LEED AP
Project Architect
CA Registration No. C 25786

A handwritten signature in blue ink, appearing to read "Larry W. Hofmockel".

Larry W. Hofmockel
Senior Vice President

Enclosures:

Letter of Introduction
Project Team/Resumes
Design Approach
Scope of Services
Proposed Fee
Schedule
Project Experience/Fact Sheets
Standard Billing Rates
General Conditions of Agreement for Design

PROPOSAL FOR DESIGN SERVICES

PREPARED FOR CITY OF CULVER CITY



FEBRUARY 02, 2012

LETTER OF INTRODUCTION

It is our sincere pleasure to have an opportunity to submit our qualifications and experience record to the City for this very exciting project in Culver City. We would be honored to be selected to work with you and feel that with our solid reputation and vast knowledge and experience in the parking industry, we would best serve you in recommending an appropriate and attractive parking solution.

As the largest and most comprehensive parking consulting firm in the nation, Walker Parking Consultants (Walker) is uniquely positioned to provide the City with expertise in all areas of the project scope. The staff in our Los Angeles office includes experts in parking management, policy, planning, operations, design, code analyses, financing, circulation and layout, and other areas related to parking. Our team brings an unparalleled breadth and depth to each study.

We grew to be the largest because we are *the leaders* in each subspecialty of our field. In addition to participating in the development of code and design standards for such groups as the AIA, APA, ULI, ICSC, ITE, IESNA, NPA, and the American Concrete Institute, we wrote the first and only comprehensive textbook on parking design....*Parking Structures: Planning, Design, Construction, Maintenance and Repair*.

The design approach for your project will be characterized by analysis and understanding of the regional characteristics unique to the City of Culver City requirements, technical criteria, budgetary parameters, site conditions and the City's aspirations inherent in the project. A collaborative design approach will be used with participation of team members and city representatives who may have varying perspectives on design issues and solutions. We expect to work closely with JRDV Architects in creating a unifying architectural theme for both the Market Place and parking structure. This methodology will help to provide a technical and an aesthetic solution that is designed specifically for users of the facility and a welcoming development for the neighborhood.

Our relevant design projects include:

120 SOUTH MARYLAND FOR THE CITY OF GLENDALE:

The parking structure serves the Glendale library and The Market Place shopping plaza. The project was designed and constructed within eighteen months from the City Council's approval of preliminary design. The parking structure won the Los Angeles County AIA Design Award and the Best Mixed Use Facility from the California Redevelopment Authority.

***PARK-IT-ON-MARKET FOR THE CITY OF SAN DIEGO:***

The project features a historically referenced façade, signage & graphics, ornamental corner elevator towers, and approximately 1,200 square feet of retail space on the ground floor level. The Park-it-on-Market parking structure features an architectural style consistent

PROPOSAL FOR DESIGN SERVICES

PREPARED FOR CITY OF CULVER CITY



FEBRUARY 02, 2012

with buildings throughout the Gaslamp Quarter and East Village. Designed to be safe and "user-friendly," the garage has glass elevators on both Sixth and Seventh Avenues, providing the public easy visibility as they enter and exit the facility. Two driveway entrances and the double-driveway exit provide ample ingress and egress to the garage, expediting traffic in and out of the facility.

The parking structure won the Alonzo Award from the Downtown San Diego Partnership "honoring the people, projects and programs that have significantly contributed to the revitalization and renewal of Downtown."

KINGS ROAD PARKING STRUCTURE FOR THE CITY OF WEST HOLLYWOOD:

After conducting a comprehensive supply and demand study to determine current and future parking conditions for the City of West Hollywood, Walker Parking Consultants was retained by the City to analyze parking site opportunities within the community and to design their first Municipal Parking Facility. Although small, the project reconciles significant urban issues, having been developed on a challenging site on the corner of Kings Road and Santa Monica Boulevard. Light and noise are restricted from adjacent apartments by raising the spandrel panels above the level of the headlights. The façade includes galvanized steel canopies above the retail space at grade. Revenue control equipment includes a nesting area with controlled card access for employee parking on the upper level. The construction schedule was only nine months.



Parking structures with these combinations of uses must be designed to accommodate both the turnover of restaurant/retail, and the high exiting volumes of special event facilities. Accommodating these requirements can require express ramping, which in turn affects the massing of the structures, or in other words: the ability to achieve the required number of spaces into the proposed footprint on a reasonable number of parking levels.

Clearly, we understand what it will take to make parking a supportive and successful part of lifestyle/entertainment developments for the City.

Walker's proposed project manager for this assignment will be Pari Ashabi. Pari has been with Walker for 16 years and as the Project Manager will oversee the entire project and serve as the contact person. Pari has experience in feasibility analysis, functional design, and project management of numerous parking projects including mixed-use parking facilities. Pari works out of our Los Angeles office. She can be contacted at the address and phone number above, or by e-mail at Pari.Ashabi@walkerparking.com.

PROPOSAL FOR DESIGN SERVICES

PREPARED FOR CITY OF CULVER CITY



FEBRUARY 02, 2012

PROJECT TEAM**PARI ASHABI***PROJECT ROLE: PROJECT MANAGER*

Pari Ashabi will serve as project manager for the project. She will lead the day-to-day coordination efforts of the project team. She will also provide technical input throughout the project, as well as be responsible for making sure that the budget and schedule requirements are met throughout the project. Establish quality plan and implement the project plan including project budget, staffing requirements and schedule. Coordinate the collection of all data pertinent to the project including surveys, codes, soil reports and other required information. Coordinate the development of schematics, design development, final design and construction documents in the projection of working drawings. *Pari's relevant project experience includes:* West Hollywood Library parking structure (serving the new Library and park), John Wayne Airport 2,000 stall parking structure in Orange County, California, Hollywood Park Casino 900 car parking facility, Cleveland Clinic Hospital 3,000 car parking facility in Abu Dhabi, UAE and 3 mall parking structures in China with Simon Property Group.

DANIEL JOHNS, P.E.*PROJECT ROLE: PRINCIPAL IN CHARGE*

Dan Johns is a Principal of the firm and manages the Los Angeles, office of Walker Parking Consultants. He is responsible for budgeting for and maintaining an office with a staff of over 11 people. In addition to being the Principal-In-Charge, he also has extensive project management responsibilities that include client relations and coordination of engineering and drafting personnel. He is experienced in functional design and engineering administration of new parking facilities, study services and restoration design for existing parking facilities. *Dan's relevant project experience includes:* FireKeepers Casino in Michigan, TBWA/Chiat/Day 500 space parking structure, Anaheim Resort 10,242 Spaces Parking Structure, Shanghai Tower in China, Suzhou In City Plaza in China.

KEVIN WATERS*PROJECT ROLE: PROJECT ARCHITECT*

Kevin Waters' is a member of Walker's Los Angeles office as Project Architect. Kevin began his architectural career in 1986 and has a diverse background of professional experience. His project experience includes; project management, master planning, site planning, functional studies, church campus planning, industrial park planning, office buildings and custom single-family residential design. His architectural experience also includes ADAAG assessments, innovative architectural design, construction documents, interiors, and specification writing. He is experienced in the design of precast and cast-in-place parking structures and mixed-use facilities. He also performs code search, shop drawing review, develops standard architectural details and is experienced in AutoCAD.

*Kevin is a member of the American Institute of Architects (AIA) as well as LEED® AP.

RESUMES**PARI ASHABI - PROJECT MANAGER**

Pari Ashabi has been a Project Manager for Walker Parking Consultants' Los Angeles Office. She is an expert in taking projects from conceptual development through construction documents, as well as bidding and construction administration. Through her project involvements, she has acquired a specialized knowledge of all aspects of functional parking design. She is one of our most experienced senior parking consultants and designers.

Pari has experience in feasibility analysis, functional design, and project management of numerous parking projects including mixed-use parking facilities, Educational facilities and healthcare facilities. She brings over 23 years of total parking industry experience. Since joining Walker in 1995, Pari has worked on various project types throughout Southern California, as well as overseas.

Her recent significant projects include the new design of the West Hollywood Library parking structure, serving the new Library and park. Her other notable projects include construction administration of the new 2,000 stall parking structure for John Wayne Airport in Orange County, California.

Other notable projects include design build documents for 1,100 car parking structure for Loma Linda University Medical Center, 900 car parking facility for Hollywood Park Casino, as well as a 2,500 stall separate parking structure for the retail development of Hollywood park. She has also been involved with several design and consulting projects with Metro and Metrolink.

Pari was also the parking consultant for the 3,000 car parking facility for Cleveland Clinic Hospital in Abu Dhabi, UAE, and 3 mall parking structures in China with Simon Property Group.

Before joining Walker, Pari worked for a several architectural firms in Southern California and Oklahoma.

EDUCATION:

Bachelor of Architecture, University of Oklahoma, Norman, Oklahoma.

REPRESENTATIVE PROJECTS:

Pacific City Mixed Use
Parking Structure
Huntington Beach, California
Makar Properties
Functional Design
1,500 spaces
2006 & 2008

Hollywood Park Casino
Parking Structure
Inglewood, California
Wilson Meany Sullivan
Parking Consulting, Architectural Production and Structural Engineering
800 spaces
2007, 2008 & 2011

Qualcomm Q and R
San Diego, California
Architects | Delawie Wilkes Rodrigues
Barker
Architectural Design and Engineering Services
1099 spaces
2009

West Hollywood Library
Parking Structure
West Hollywood, California
MDA Johnson Favaro
Parking Consulting, Functional Design and Project Management
350 spaces
2007

City of West Hollywood Plummer Park
West Hollywood, CA
Brooks+Scarpa Architects
Pre-Design/Site Planning, Schematic Design, and Design Development
2008

City of Indian Wells Gold Resort
Indian Wells, CA
Stantec
Functional Design
2008

120 South Maryland Avenue
City of Glendale
Glendale, CA
1999 LOS ANGELES COUNTY AIA DESIGN AWARD
1999 CALIFORNIA REDEVELOPMENT ASSOCIATION BERT MIXED USE FACILITY
1,123 space parking structure,

DANIEL R. JOHNS, P.E. - MANAGING PRINCIPAL

Dan Johns is a Principal of the firm and currently manages the Los Angeles, California office of Walker Parking Consultants. Prior to his relocation to Los Angeles in 2007, he managed the Kalamazoo, Michigan office since 1999. He is responsible for budgeting for and maintaining an office with a staff of over 13 people. In addition to being the Principal-In-Charge, he also has extensive project management responsibilities that include client relations and coordination of engineering and drafting personnel. He is experienced in functional design and engineering administration of new parking facilities, study services and restoration design for existing parking facilities.

Dan has successfully implemented many multi-year programs for clients who own/operate multiple parking ramps. These programs, called Capital Improvement Protection Programs (CIPP) have provided clients with the necessary tools to strategically budget for the appropriate amounts of money to protect their investment.

Representative parking structure design projects Dan has managed include the Chrysler World Headquarters Parking Structure in Auburn Hills, Michigan, Tulsa Promenade Parking Structures in Tulsa Oklahoma, Genesee Hospital Parking Structure in Rochester New York, Deaconess Hospital Parking Garage, Oklahoma City and The Washington Hospital Parking Deck in Washington, PA.

Representative CIPP projects Dan has implemented include City's of Detroit, Kalamazoo, Grand Rapids and Battle Creek, Michigan; Michigan State University; City of Akron, Ohio and Charleston Town Center Mall in Charleston, West Virginia.

EDUCATION:

Bachelor of Science in Civil Engineering - 1983
Michigan State University, East Lansing, MI

REGISTRATIONS:

Registered Professional Engineer in the states of California, Michigan and Ohio

Representative Projects:

TBWA/Chiat/Day
Los Angeles, CA
McCarthy
Design Build

9900 Wilshire
Beverly Hills, CA
Richard Meier & Partners Architects
Parking Study & Functional Design

Carmel Valley Mixed Use Development
San Diego, CA
Kilroy Realty Corporation
Functional Design

Hazard Center
San Diego, CA
PM Realty Group
Restoration Study

The Esplanade @ Third Street
DeBeikes Investment Company
Los Angeles, CA
Parking Consulting

Shanghai Tower
Shanghai, China
Gensler
Structural & Functional Design

Suzhou In City Plaza
Suzhou, China
Simon Property Group, Inc.
Parking Consulting

FireKeepers Casino - Battle Creek
Battle Creek, MI
Perez, APC
Structural/Functional Design

Luxe@9901
Los Angeles, CA
NMS Properties, Inc.
Parking Consulting

Anaheim Resort Parking Structure
Anaheim, CA
City of Anaheim
Design Build
10,242 Spaces

KEVIN P. WATERS, AIA - PROJECT ARCHITECT

Kevin Waters' is a member of Walker's Los Angeles office as a Project Architect. Kevin began his architectural career in 1986 and has a diverse background of professional experience.

His project experience includes; project management, master planning, site planning, functional studies, church campus planning, industrial park planning, office buildings and custom single-family residential design. His architectural experience also includes ADAAG assessments, innovative architectural design, construction documents, interiors, and specification writing.

He is experienced in the design of precast and cast-in-place parking structures and mixed-use facilities. He also performs code search, shop drawing review, develops standard architectural details and is experienced in AutoCAD.

Prior to joining Walker, Kevin was a sole practitioner where his architectural duties included design development, construction documents, engineering, and construction administration. Additionally, he has been an architectural field/resident on projects that ranged from small multi-use buildings to full church campuses incorporating worship, education, and recreation spaces.

EDUCATION:

Bachelor of Architecture
California State Polytechnic University, Pomona, California
1983-1988

PROFESSIONAL AFFILIATIONS:

American Institute of Architects (AIA)
LEED® AP BD&C

REGISTRATIONS:

Licensed Architect in the state of: California (#C257861)

REPRESENTATIVE PROJECTS:

West Hollywood Library Parking Garage

West Hollywood, California
Functional Design/ Parking Consulting
424-Space Parking Structure

TBWA \ CHIAT \ DAY Office Campus Parking Structure

Los Angeles, CA
McCarthy
Functional Design/ Parking Consulting
500-Space Parking Structure

Block 22 Parking Structure

Ventura, CA
Michael R. Kodama Planning Consultant
Functional Design Services

Sony Pictures

Culver City, California
Sony Pictures Entertainment
Signage and Wayfinding
989-Space Parking Garage

Union Bank Square Office Campus Orange, California

PM Realty
Functional Consulting
1,485 Space Parking Structure

Radisson Hotel - Chatsworth Chatsworth, California

Functional Consulting
305-Space Surface Parking Lot

City Center Tract at Staples Center Los Angeles, California

Functional Design/Parking Consulting
171-Space Surface Parking Lot

L.A. Trade Tech College

Los Angeles, CA
HMC Group Architects
Structural/Functional

Emerson College

Los Angeles, California
Functional Consulting
246-Space Mixed Use
Parking Structure

Metro Exposition Line Parking Structure

Los Angeles, California
Functional Design/Parking Consulting
500-Space Mixed-Use
Parking Structure

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FEBRUARY 02, 2012

DESIGN APPROACH

The key to a successful multi-use/mixed-use parking project is understanding the requirements of the project's elements. In this case, the parking facility will provide parking for the general public and retail customers but also needs to be accepted into the fabric of the local neighborhood. The functional (vehicular) design will require careful attention be paid to the parking characteristics of the various user groups. Specific parking areas may have to be identified, entry/exit points designed and level of comfort established. Light spillage, noise, architectural treatments, and sustainability will all need to be considered so that the project becomes a "good neighbor".

Walker, working closely with the City, JRDV Architects, and the project team, will review the current functional layout and prepare alternative layouts as warranted until all the project functional requirements have been met. Concurrently, Walker's design team will interact with the entire team to arrive at a functional yet economical structural framing system.

Lastly, Walker will use a "Level of Service" design approach because unlike a building, a parking structure is faced with circulating people both as drivers and pedestrians. The ability of the parking facility to safely, comfortably and logically circulate both the parking patron and the vehicle is essential to the user acceptance of the facility.

As a designer of parking structures, we understand the differences between short and long-term parking needs. The ability to create a parking environment that is appropriate for the users of this facility is critical to its acceptance.

In the mid 1980's, Walker developed an innovative design approach, known as the "Level of Service" (LOS) design approach. This design philosophy has made it possible for us to:

- Customize a design to the users' needs, and
- Provide a proven analytical approach to measure key design factors

LOS designs are categorized by letter "A" to "D", "A" being the best and "D" being minimally acceptable. For example, a parking facility for visitors normally requires a higher LOS (A or B) than a parking facility for employees. If one were to design a parking environment for employees and try to use it in a visitor parking application, the result could be less than desirable.

Applying LOS to parking facility design allows us to qualitatively measure factors such as freedom to maneuver, delay, safety, driving comfort and convenience. The design becomes tailored to the needs of the ultimate user, because the design approach is applied to a number of design considerations; exit/entry, circulation, parking geometry, flow capacity, travel distance and spaces passed, turning radii, floor slopes, signage and similar design elements.

Visitor parking requires a higher level of service. The parking geometry is typically more generous. The design might utilize one-way circulation with angled parking as a way to guide parking patrons through the facility in a safe, logical way. The exit and entry design, the light levels, the floor slopes and the flow capacity must all be consistent with the level of service being provided. In addition, however, the

PROPOSAL FOR DESIGN SERVICES

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FEBRUARY 02, 2012

designer must know how to balance the comfort with efficiency in order to promote economical construction.

The “art” of properly designing a parking structure is what separates Walker from any other parking designer in the country. Our knowledge of parking geometrics, driving comfort and circulation makes it possible for us to design a parking structure that is both user friendly and economical to build.

SCOPE OF SERVICES**TASK 1.0 SUBDIVISION PARCEL MAP, GEOTECHNICAL ANALYSIS, CIVIL ENGINEERING, AND UTILITY COORDINATION**

- 1.1. Meet with the City and the project team to discuss project objectives, and visit the site to gain an understanding of the topography, site constraints, street locations, etc.
- 1.2. Prepare a tentative subdivision parcel map through the County of Los Angeles (County) and the City Planning Department. Upon approval, prepare a Final Parcel Map for processing by the City Engineering Division and final recording by the County. Map application and processing fees will be paid for by the City
- 1.3. Complete a Geotechnical Analysis including four on-site borings. Issue a report identifying the soil bearing capacity, appropriate foundation system, and backfill requirements. It is our understanding from reviewing the previous soil boring study that the soil may not be appropriate for rain water infiltration as defined by the Los Angeles County Standard Urban Stormwater Mitigation Plan. The Plan requires external bio-swale planters for 4% of the total roof area when soils are not adequately permeable. One of our first tasks will be to work with you to determine this requirement and how it may be accommodated on this dense site.
- 1.4. Begin Utility Coordination in preparation to execute a plan with Southern California Edison, other utility companies, and the selected market hall developer to relocate existing underground and aerial utilities.
- 1.5. Assist in the preparation of documents and exhibits necessary for entitlement, including a General Plan Amendment and Zone Change as it relates to the parking structure.
- 1.6. Prepare drawings that reconfigure the Colonial Avenue alley so that it terminates onto Centinela Avenue. Prepare documentation for an irrevocable easement for both the market hall and parking structure parcel maps for ingress/egress of the alley and submit for official recording.
- 1.7. Attend up to 1 meeting with the City to present and select the option for further development. Attend one community meeting with the City Council, the Redevelopment Agency Board and the Planning Commission to present the options.

We understand that during this phase, the City will provide Environmental Investigation Reports,

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FEBRUARY 02, 2012

Soil Boring Studies, and an ALTA Geographical Survey.

TASK 2.0 PROGRAMMING AND SCHEMATIC DESIGN PHASE

We propose developing the project using Building Information Modeling (BIM). BIM is the process of developing a building model which is used in presenting and visualizing building components, architectural expression, discipline coordination, and other aspects of the design process in a virtual environment. BIM generates a 3D Model encompassing geometric and geographic information of the building and properties of its components.

Benefits to the City include:

- Helps in making informed decisions about the proposed project.
- Helps in understanding and visualizing the end product.
- Allows for more “what if” analysis, such as options, fine-tuning cost factors, etc.
- Reduced amount of errors and hence rectifications – saving costs and resources.
- Identifies interferences and resolves them earlier in the design process, reducing the number of issues that arise late in the project and reducing project risk.
- Helps in identifying possible conflicts that may arise during building construction.

PARKING FUNCTIONAL

- 2.1. Develop up to two conceptual floor plan options of the parking facility that illustrate the following:
 - a. Footprint, overall dimensions, massing/height and location on the site.
 - b. Preliminary parking layout.
 - c. Bay sizes, parking stall size, and drive aisle width.
 - d. Parking space tabulation and parking efficiency.
 - e. Entrance and exit locations.
 - f. Stair and elevator tower locations as well as other pedestrian access points.
- 2.2. Evaluate building code implications such as firewalls, openness, fire safety, fire department access, etc.
- 2.3. Recommend the vehicular entry/exit location options for the facility.

ARCHITECTURAL

- 2.4. Meet with the City and JRDV Architects to understand the aesthetic requirements of the overall site, proposed Market Hall, and parking structure.
- 2.5. Prepare Schematic Design Documents consisting of drawings, building sections, elevations and other documents illustrating the scale and relationship of Project components.

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FEBRUARY 02, 2012

- 2.6. Present the preliminary plans, sections and elevations for conceptual review and approval.
- 2.7. Incorporate conceptual design revisions pursuant to the City's preliminary design review.
- 2.8. Submit a checklist of potential points that the parking structure can contribute to LEED Certification of the Market Place.

CIVIL

- 2.9. Develop a site map including ALTA and topographical data.
- 2.10. Prepare a Schematic Grading Plan to establish the grading parameters for the project.
- 2.11. Prepare a Schematic Wet Utility Plan to establish utility requirements for storm, sanitary, fire, and domestic water for the site.

STRUCTURAL

- 2.12. Develop basic structural system including foundation system.
- 2.13. Establish preliminary column grid.
- 2.14. Establish type/preliminary size of lateral load carrying system.

MECHANICAL/ELECTRICAL/PLUMBING/FIRE PROTECTION

- 2.15. Evaluate and select the most economical and efficient mechanical, plumbing, and electrical systems for the project.
- 2.16. Determine preliminary space requirements and capacities of mechanical and electrical equipment.
- 2.17. Recommend location of on-site utilities.
- 2.18. Prepare schematic level drawings of mechanical, plumbing/fire protection and electrical systems.

LANDSCAPE ARCHITECTURE

- 2.19. Visit the site to review existing conditions and design opportunities.
- 2.20. Develop preliminary palette of materials (paving, plant materials).
- 2.21. Photographically document site area.
- 2.22. Develop a conceptual landscape plan that includes planting and hardscape features. The concept will be illustrated with sections, elevations, and image board(s) to describe the design intent.
- 2.23. Work with a lighting representative to create a proposed exterior lighting fixture schedule and locate lights on hardscape plan.

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FEBRUARY 02, 2012

- 2.24. Refine schematic designs as directed by the Owner, and present for approval.

SECURITY (AT CITY'S OPTION)

- 2.25. Establish project security goals and code requirements.
- 2.26. Determine unique requirements to be incorporated into the security plan.
- 2.27. Develop report documenting security design criteria for the project including:
- a. Crime Prevention Through Environmental Design (CPTED) recommendations
 - b. CAP Index Report
 - c. Electronic protection systems narrative:
 - i. Access Control & Alarm Monitoring
 - ii. CCTV
 - iii. Blue Light Emergency Telephones

MEETINGS FOR SCHEMATIC DESIGN PHASE

- 2.28. Attend up to 2 team meetings with the City. Attend one community meeting with the City Council, the Redevelopment Agency Board and the Planning Commission to present the Design Development Documents.

Note: Walker will not be providing cost estimating or environmental services for this project. It is our understanding that a Conditional Use Permit (CUP) will not be required for this project.

TASK 3.0 DESIGN DEVELOPMENT

As part of the Building Information Modeling (BIM) process, the Architectural, Structural, and MEP drawings will be prepared using Revit 2012. Civil and Landscape drawings will be prepared using Autocad 2010 or later and conform to National CAD Standards 4.0.

ARCHITECTURAL AND PARKING FUNCTIONAL

- 3.1. Determine final configuration/location of stair and elevator towers to optimize access from parking areas to the street levels and designated destination points.
- 3.2. Prepare design development level architectural plans and sections illustrating the following for parking structure design package :
- a. Architectural floor plans illustrating drainage design and floor elevations at each column location.

PROPOSAL FOR DESIGN SERVICES

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FEBRUARY 02, 2012

- b. Determine floor-to-floor heights and clearance requirements.
 - c. Building façade detailing.
 - d. Parking layout illustrating parking module dimensions, parking stall size and turning radii.
 - e. In cooperation with the M/E/P Consultant, determine size and location of electrical, mechanical, fire protection rooms and storage rooms.
 - f. Design the ramping system for vertical vehicle circulation and slope requirements.
 - g. Determine elevator equipment requirements and detail elevator shaft configuration.
- 3.3. Develop architectural renderings of the building façade and other appropriate architectural features. Two elevations and two isometric views are budgeted.
- 3.4. Prepare specifications for each design package.

CIVIL

- 3.5. Prepare a preliminary demolition plan.
- 3.6. Further refine the Preliminary Grading and Drainage Plan.
- 3.7. Prepare a preliminary on-site hydrology study based on the preliminary grading and drainage. The study will provide hydraulic analysis of the proposed on-site storm drains, laterals and catch basins.
- 3.8. Prepare a preliminary Standard Urban Stormwater Management Plan report for the project.
- 3.9. Determine recommended light levels for project site lighting.

STRUCTURAL

- 3.10. Further develop the approved schematic design to evaluate appropriate systems with particular emphasis on structural framing, function and durability.
- 3.11. Provide structural floor plans identifying preliminary floor slab, beam, wall, and column dimensions and schedules.
- 3.12. Evaluate value engineering options to economize the various systems.
- 3.13. Finalize the structural grid system to provide for parking efficiency, and patron comfort.
- 3.14. Determine crack control features, durability features, and waterproofing requirements.
- 3.15. In accordance with AIA definition of design development, we will determine the appropriate lateral load bracing system and foundation type.
- 3.16. Provide specifications for the structural engineering portion of the project.

PROPOSAL FOR DESIGN SERVICES

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FEBRUARY 02, 2012

MECHANICAL/ELECTRICAL/PLUMBING/FIRE PROTECTION

- 3.17. Identify, locate and coordinate main distribution line sizes (stand pipes, incoming water and electrical, main meters, electrical room, roof drain and overflow).
- 3.18. Determine recommended light levels within the parking structure and develop photometric plans.
- 3.19. Determine recommended light levels for exterior pedestrian walkways to be lit from exterior face of parking structure.
- 3.20. Coordinate with Civil Engineer for location of on-site utilities.
- 3.21. Prepare design development level drawings of mechanical, plumbing/fire protection and electrical systems.
- 3.22. Prepare specifications for the mechanical, electrical, plumbing, and fire protection portions of the project.

LANDSCAPE ARCHITECTURE

- 3.23. Further refine the planting plans.
- 3.24. Prepare irrigation details, equipment list and point-of-connection for water and power.
- 3.25. Provide specifications for the landscape architecture portion of the project.

SIGNAGE AND GRAPHICS

- 3.27. Identify locations of key decision points for vehicular traffic that will effectively guide drivers through the area of work and parking structure.
- 3.28. Identify locations of key points of pedestrian travel within the parking garage.
- 3.29. Prepare signage and wayfinding drawings for the parking structure design package that include:
 - a. Site plan showing typical sign locations and sign types for the area of work (Sign Location Plans).
 - b. Floor plans showing typical sign locations and sign types (Sign Location Plans).
 - c. Drawings that describe each sign type in simple graphic form (Sign Type Menu).
 - d. A list of sign messages, locations, type, and quantity (Graphics Schedule).
 - e. Typical sign mounting details.
 - f. Coordinate any Owner designed, themed exterior and interior signage.Dynamic messaging is not anticipated for this project.

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FEBRUARY 02, 2012

MEETINGS FOR DESIGN DEVELOPMENT PHASE

- 3.30. Identify Attend up to 3 team meetings with the City. Attend one community meeting with the City Council, the Redevelopment Agency Board and the Planning Commission to present the Design Development Documents.

TASK 4.0 CONSTRUCTION DOCUMENTS

- 4.1. Prepare architectural, structural, civil, landscape architecture, MEP, and signage construction documents, including drawings and technical specifications.
- 4.2. Walker and our subconsultants will comply with published local codes, regulations, laws and guidelines in effect at the time of submission of the documents for permitting.
- 4.3. Construction documents will be sealed by a Registered Professional Engineer/Architect in the state of California.
- 4.4. Attend meetings required for City Permit Process approval including Building Plan Review, Fire Department Review, and Utility Company Reviews.
- 4.5. Make any necessary changes and submit final construction documents in reproducible format to The City.
- 4.6. Attend up to 3 team meetings with the City. Attend a community meeting with the City Council, the Redevelopment Agency Board and the Planning Commission to present the Construction Documents.

TASK 5.0 BIDDING ASSISTANCE

- 5.1. Attend a mandatory pre-bid meeting.
- 5.2. Respond to bidder's questions and prepare necessary addenda.
- 5.3. Assist The City with contractor recommendations and opinion of the bidders.
- 5.4. Attend 1 team meeting with the City. Attend one community meeting with the City Council, the Redevelopment Agency Board and the Planning Commission to be present during recommendation of the selected Contractor (if necessary).

TASK 6.0 CONSTRUCTION ADMINISTRATION

- 6.1. Review and respond to requests for information.
- 6.2. Review shop drawings and product data. A list of essential submittals for review will be provided.
- 6.3. Respond to questions relating to the project during the construction phase of the project.
- 6.4. Our fee includes eight (8) site visits for periodic observations. If more visits are needed

PROPOSAL FOR DESIGN SERVICES

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FEBRUARY 02, 2012

- we will bill them at our standard hourly rates (attached).
- 6.5. Be at the jobsite during critical times when installation of sensitive materials or equipment requires the architect/engineer's presence. Slab installation (such as the first elevated pour) may not take place at a regularly scheduled visit, and may require an additional site visit.
 - 6.6. Prepare a substantial completion punchlist.
 - 6.7. Visit the project for a Final Completion Visit to verify that the project is ready for occupancy and that punchlist items have been completed.
 - 6.8. Prepare a set of record drawings based on information provided by the contractor. Assist The City in assembling a full set of record drawings from all the consultants.

It is customary that the Owner engage a testing lab to perform various soils, concrete and other tests required during construction. We anticipate that the Owner will contract directly for those services.

WORK BY OTHERS:

Construction Materials Testing

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FEBRUARY 02, 2012

PROPOSAL FEE

TASK/PHASE	LUMP SUM FEE	ESTIMATED REIMBURSABLE EXPENSE	ESTIMATED HOURS
1.0 Subdivision Parcel Map	\$10,000	\$250	67
Geotechnical Analysis	\$18,500	Included	123
Civil Engineering	\$58,500	\$1,500	390
2.0 Programming and Schematic Design	\$34,800	\$1,500	232
3.0 Design Development	\$69,600	\$3,000	464
4.0 Construction Documents	\$72,060	\$3,750	480
5.0 Entitlements/Permit Review	\$7,000	\$350	47
6.0 Bidding Assistance	\$2,500	\$150	17
7.0 Construction Administration	\$42,040	\$3,000	280
TOTALS	\$315,000	\$13,500	2100

RECOMMENDED ADDITIONAL CONSULTANTS

TASK	LUMP SUM FEE	ESTIMATED REIMBURSABLE EXPENSE	ESTIMATED HOURS
8.0 Security Consultant	\$6,500	Included	43

PROPOSAL FOR DESIGN SERVICES

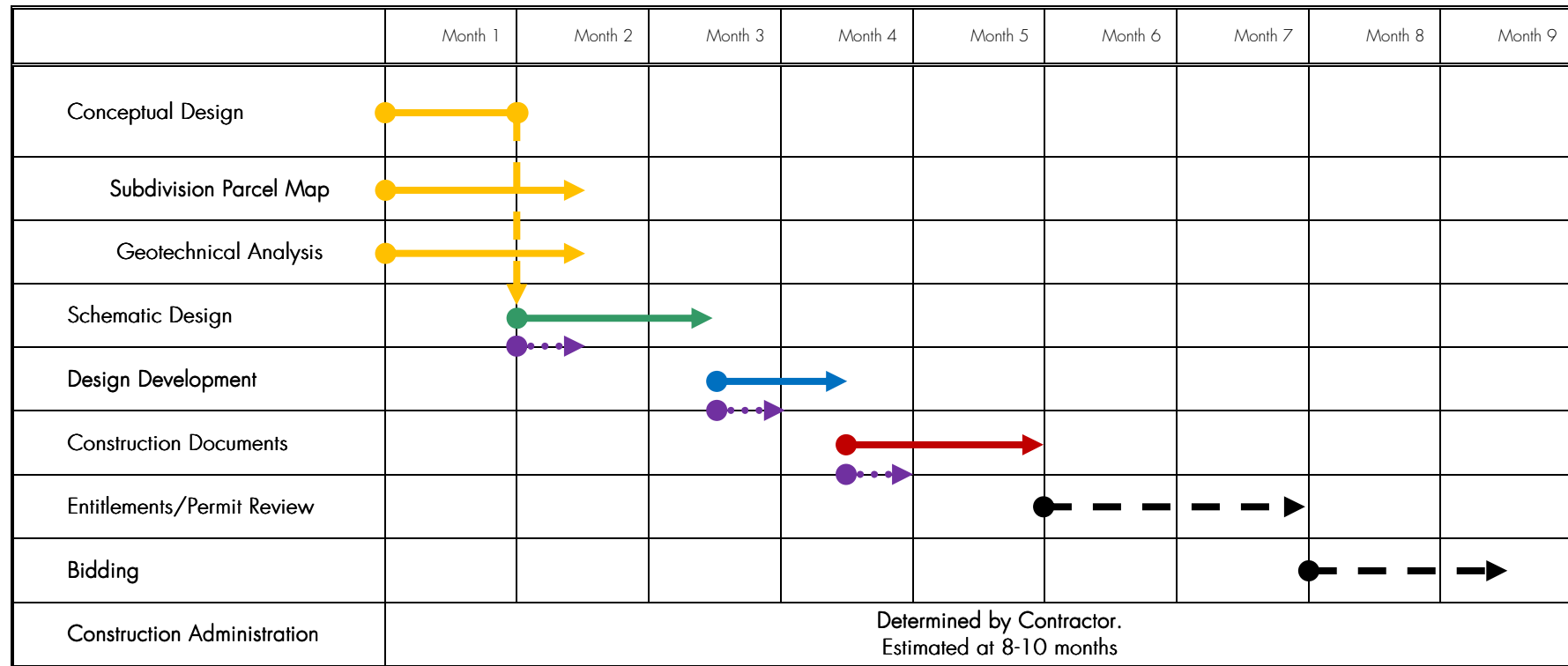
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FEBRUARY 02, 2012

TIMELINE FOR COMPLETION OF THE PROJECT

PRELIMINARY SCHEDULE



Concurrent City Review	
Controlled by City or Procurement Reqs.	

TBWA\CHIAT\DAY PARKING STRUCTURE

LOS ANGELES, CALIFORNIA

**Parking Data:**

Number of Spaces	496
Number of Levels	5-1/2

Construction Data:

Cost Estimate	\$,280,000
Construction Costs	\$,990,550
Completion Date	August 20, 2009

Structural Features:

Long span, cast-in-place post-tensioned concrete structural system
Precast concrete driven pile foundation system

Walker Parking Consultants' Services:

Prime Designer/Engineer of Record

Owner Reference:

Carol Madonna
TBWA\CHIAT\DAY
5353 Grosvenor Boulevard
Los Angeles, CA 90066
Voice: 310.305.5353
Fax: 310.305.6353
Email: carol.madonna@wachiaticom

TBWA\Chiat\Day is an international advertising agency who was seeking to expand their parking capacity with the addition of an above-grade, stand-alone open parking structure. Walker Parking Consultants prepared initial design concepts for the 496 space garage that was 123' x 232' with two-way 90 degree functional design and access off Grosvenor Boulevard.

The parking structure has a 0 foot setback to the property lines along the south and west elevations that required walls to be enclosed along these elevations. The parking structure also has a zero-foot setback to the property line along the north that required a "no-build" easement be established on the adjacent property where the TBWA\Chiat\Day office building is located. The parking structure site is adjacent to a residential zone and required a 50 foot front setback.

Following completion and approval of the conceptual design, Walker Parking Consultants provided project management and technical direction, including parking functional design and architectural design, and permit review to the Design-Build contractor.

The parking structure is an open structure using a cast-in-place post-tensioned structural system. The architectural facade treatment was limited to select reveals in the exterior bumper walls and exterior painting with two open stair towers and one glass back elevator. The portion of the project site adjacent to Grosvenor Boulevard has an additional 4 parking spaces providing a total of 500 new parking spaces to the client. A 1400 square foot bio-filter planter, complying with the city of Los Angeles' stormwater management requirements, occupies the remaining portion of the project site.



Parking Data:

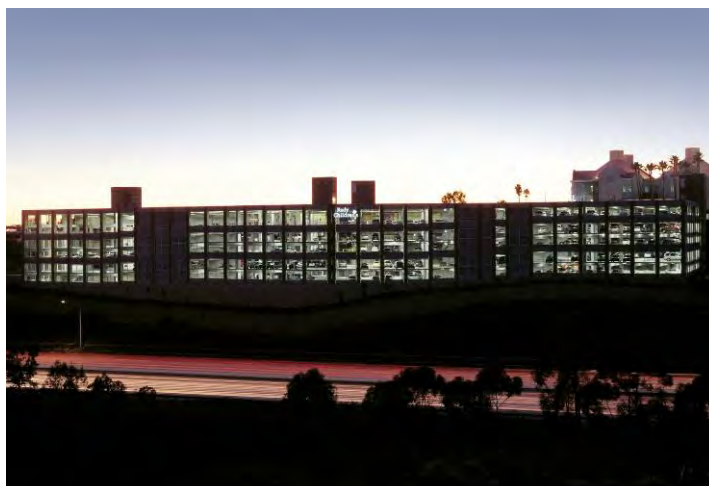
Number of Spaces	1,038
Number of Levels	6

Construction Data:

Cost Estimate	\$25,400,000
Completion Date	2008

Structural Features:

- Cast-in-place post-tensioned concrete structural system
- Five levels are S3-type enclosed garage
- One level is R1-type for future Ronald McDonald House



Walker Parking Consultants' Services:

Functional Design/Parking Consulting

Owner Reference:

Timothy L. Jacoby
 Director Facilities and Plant Operations
 Rady Children's Hospital of San Diego
 3020 Children's Way
 San Diego, CA 92123
 Voice: 858.966.5948
 Fax: 858.492.9845
 tjacoby@chsd.org

Walker Parking Consultants prepared several conceptual design options, from which the Board selected a six-level parking structure with 1,038 parking spaces located on the east side of Children's Way overlooking the 805 Freeway.

There were significant challenges to this site that required additional considerations including severe slope above the 805 Freeway, a sixty foot high permanent soil nail wall, concerns of lighting from the structure spilling over into the adjacent neighborhood, an endangered species at the South East corner of the site, and a podium slab designed to accommodate a future Ronald McDonald House.

This project received the Award of Merit for best design from the International Parking Institute in 2010.

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FEBRUARY 02, 2012

CLIENT REFERENCES**FOOTHILL TRANSIT CITY OF INDUSTRY PARKING STRUCTURE**

Roland Cordero

Director of Facilities

Foothill Transit (Joint Powers Authority of 21 member cities in the San Gabriel and Pomona Valleys)

100 South Vincent Avenue, Suite 200

West Covina, CA 91790

Voice: 626.931.7246

KING'S ROAD PARKING STRUCTURE

Jackie Rocco

Parking Operations Manager, City of West Hollywood

8300 Santa Monica Blvd

West Hollywood, CA 90069-6216

(323) 848-6426

TBWA/CHIAT/DAY PARKING STRUCTURE

Los Angeles, CA

Carol Madonna

TBWA/CHIAT/DAY

5353 Grosvenor Blvd

Los Angeles, CA 90066

Voice: 310.305.5353

ANAHEIM RESORT

Anaheim, CA

Thomas Wood

Assistant City Manager, City of Anaheim

City Hall

Anaheim, CA 92805

Voice: 714.765.5176

CHILDREN'S HOSPITAL PARKING STRUCTURE

San Diego, CA

Timothy L. Jacoby

Vice President of Facilities, Children's Hospital and Health Center

Facilities, Plant Operations and Planning

3020 Children's Way M/C 5028

San Diego, CA 92123

Voice: 858.966.5948

GENERAL CONDITIONS OF AGREEMENT

FOR DESIGN SERVICES

**SERVICES**

Walker Parking Consultants ("WALKER") will provide the CLIENT professional services that are limited to the work described in the attached letter ("the services"). Any additional services requested will be provided at our standard hourly rates or for a mutually agreed lump sum fee. The services are provided solely in accordance with written information and documents supplied by the CLIENT, and are limited to and furnished solely for the specific use disclosed to us in writing by the CLIENT. No third-party beneficiary is contemplated. All documents prepared or provided by WALKER are its instruments of service, and any use for modifications or extensions of this work, for new projects, or for completion of this project by others without WALKER's specific written consent will be at CLIENT's sole risk.

PAYMENT FOR SERVICES

~~Prior to commencement of services the CLIENT agrees to make an Initial Payment to WALKER in an amount equal to 20% of the total fee or as stated in the attached letter. This amount will be credited to the last invoice(s) sent to the CLIENT.~~ WALKER will submit monthly invoices based on work completed plus reimbursable expenses. Reimbursable expenses will be billed at 1.15 times the cost of travel and living expenses, purchase or rental of specialized equipment, photographs and renderings, document reproduction, postage and delivery costs, long distance telephone and facsimile charges, additional service consultants, and other project related expenses. Payment is due upon receipt of invoice. If for any reason the CLIENT does not pay WALKER within thirty (30) days of date of invoice, WALKER may, at its option, suspend or withhold services. The CLIENT agrees to pay WALKER a monthly late charge of one and one half percent (1 ½%) per month of any unpaid balance of the invoice plus attorney's fees and other costs incurred to collect the unpaid sum.

STANDARD OF CARE

WALKER will perform the services in accordance with generally accepted standards of the profession using applicable building codes in effect at time of execution of this Agreement. WALKER's liability caused by its acts, errors or omissions shall be limited to \$1,000,000.

PERIOD OF SERVICE

In the event that no contract administration phase services are to be provided by WALKER, services shall be complete the earlier of (1) the date when final documents are accepted by the CLIENT or (2) thirty days after final documents are delivered to the CLIENT. If contract administration phase services are provided by WALKER, services shall be complete upon the earlier of (1) the time of approval by WALKER of final payment to the contractor or (2) thirty (30) days after completion of the work designed by WALKER.

STANDARD BILLING RATES – 2012

FOR CONSULTING SERVICES

**PRINCIPALS**

Senior Principal	\$315.00
Principal	\$245.00

PROJECT MANAGEMENT

Senior Project Manager	\$230.00
Project Manager	\$185.00
Assistant Project Manager	\$160.00

PARKING CONSULTANTS

Senior Parking Consultant	\$230.00
Parking Consultant	\$185.00
Parking Analyst / Planner	\$160.00

DESIGN

Senior Engineer / Senior Architect	\$225.00
Engineer / Architect	\$145.00
Designer	\$135.00

TECHNICAL

Senior Technician	\$130.00
Technician	\$110.00
Field Auditor	\$ 80.00

SUPPORT

Senior Admin Assistant / Business Mgr	\$ 90.00
Administrative Assistant	\$ 70.00

Proposal for **Public**
Parking Structure

Northwest Corner of
Washington Boulevard at Centinela Avenue



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Table of Contents

A. Identification of Consultant Team and Fees

1. Letter of Introduction	
2. Executive Summary	1
3. Identification of the Project Team	3
4. Project Understanding and Approach	20
5. Proposed Fees	31
6. Project Timeline	32

B. Experience and References

1. Similar Projects	33
2. References	42

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



A. Identification of Consultant Team and Fees

1. Letter of Introduction

February 2, 2012

Mr. Todd Tipton, Redevelopment Administrator, and
 Mr. Joe Susca, Redevelopment Project Manager
 Culver City Redevelopment Agency
 9770 Culver Boulevard
 Culver City, CA 90232

765 The City Dve
 Suite 00
 ange, California
 968
 TEL 7149.030
 FX148

RE: Proposal for Services for Public Parking Structure, Northwest Corner of Washington Boulevard at Centinela Avenue

Dear Mr. Tipton, Mr. Susca, and Members of the Selection Committee,

It is both an exciting and a challenging time in the City of Culver City. Kimley-Horn is both proud and excited to submit this proposal to provide the City with services. We have appreciated our long relationship with the City of Culver City in providing various services and look forward to the opportunity to expand our relationship with the design of this parking facility.

We thank you for this new opportunity to present our qualifications/scope and fees to continue to assist you with this project. Parking is a specialty area of planning and engineering, and when done right, can greatly enhance the areas for which it serves. Well-designed and properly planned parking is vital to an area's long term success and can add to the economic success of the area for which it serves. This is why proper planning is critically important—as such Kimley-Horn is prepared to continue our relationship with the City by bringing specific parking, planning, and design expertise to your project. Our parking professional team has developed a long successful track record of projects all across the United States and beyond. We have assembled a team of professionals to meet your specific needs for this project.

We believe the following are key components for success with you and your project:

Local Established Relationships with a Proven Track Record of Success. As you know, we have provided engineering services to the City of Culver City and the Culver City Redevelopment Agency for design and implementation of a parking guidance and information system within the downtown area and you have come to know and expect the high level of responsiveness and commitment to delivery that Kimley-Horn brings. You know us—we plan to continue to successfully perform for you on the this project, with the addition of other experts within the Kimley-Horn Parking team.

National Parking Expertise, Conveniently Located. Our parking team will be led by **Janis Rhodes, Chris Iser, P.E.,** and **Dean Penny, P.E.** Janis leads our California parking practice and will lead the project team for the City and serve as the client liaison. Janis has previously worked as a City staff professional, planning, and managing the development of parking programs and facilities. Dean leads our national parking planning and design practice and has a long history of successfully completing projects for owners in a high quality manner. Assisting Janis and Dean with the parking structure planning and design aspects will be Chris Iser. Repeatedly, we hear from our clients that our level of responsiveness, thoroughness, and attention to detail is unmatched in our industry. We are proud of this track record, and we work diligently to enhance it with each new project.

Comprehensive Team. As we have already demonstrated for you, our team provides services under one roof which leads to value engineering and efficiency. From parking planning and engineering, to architecture, civil, landscape design, and community outreach, our team is prepared to complete every aspect your project requires.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



The capabilities of our team are as follows:

Kimley-Horn and Associates, Inc.

Prime Consultant – overall leadership and guidance

- ◆ Subdivision and parcel mapping
- ◆ Community outreach
- ◆ Program planning and entitlements
- ◆ Parking planning and engineering design
- ◆ Structural design
- ◆ Civil design
- ◆ Utility coordination
- ◆ Landscape architecture
- ◆ Permitting
- ◆ Bid/construction phase services

JRDV Architects

- ◆ Architectural advisor

Subconsultant to be determined

- ◆ Architectural design

Subconsultant to be determined

- ◆ Mechanical, electrical, and plumbing

Ninyo & Moore

- ◆ Geotechnical exploration

Well Thought Out Plan. It is with proper pre-planning that we are able to set appropriate expectations for our team and to deliver our projects on time and under budget. We are confident we are ready to hit the ground running to meet your needs on this project.

Thank you again for this opportunity. We are truly excited to have the opportunity to continue our relationship with the City and to assist the City with this project. Please let us know if you need additional information. We look forward to hearing from you soon!

Very truly yours,

Janis Rhodes
 Project Manager

H. Dean Penny, P.E.
 Senior Vice President/Principal-in-Charge



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



2. Executive Summary

The Market Hall parking structure is envisioned to support the proposed Market Hall development and public parking in the area of Washington Boulevard and Centinela Avenue. The structure will be an important piece of infrastructure that will help be a catalyst for new development. The proposed project lot borders an area that is primed for redevelopment, where a new market hall is planned.



Through our current project in Culver City and our work with the community, Kimley-Horn has an understanding of the objectives behind this proposed project, as well as the needs of parking in the downtown area. Our work on the Culver City Parking Guidance System project has allowed us to gain a thorough understanding of current conditions in the downtown area, including parking needs and business activity, as well as how the City works. This background knowledge, partnered with our national parking deck planning and design expertise, positions Kimley-Horn to be in a uniquely qualified position to assist the City with the design for this new parking facility.

We also intend to continue our extensive community involvement with this project. The stakeholders, including the community, City Council, Redevelopment Agency Board, and Planning Commission, will prove to help review the site layout and architectural look and feel of the project.

The Kimley-Horn team will involve the same professionals that the City has been working with already on past and current Kimley-Horn projects. **Janis Rhodes** will play an important role on this project based on her knowledge of the City and her professional background associated with parking consulting. Janis will act as project manager, as well as work with the City and our team to lead the stakeholder involvement process.

Our team's principal-in-charge for this project will be **Dean Penny, P.E.** Dean has almost 30 years engineering experience, specializing in parking planning and design. Dean has completed the planning, design, and construction of over 50 parking garages, and brings an excellent background on the important aspects of development of this type of project.

Working with Janis on a day to day basis will be Chris Iser. Chris, serving in a deputy project management role, will work with Dean in the development of the parking concepts, as well as assist with coordination of each of the various disciplines needed to complete the design and construction of the project.

The remainder of our team is explained in more detail in the organization chart and resume portion following this section.

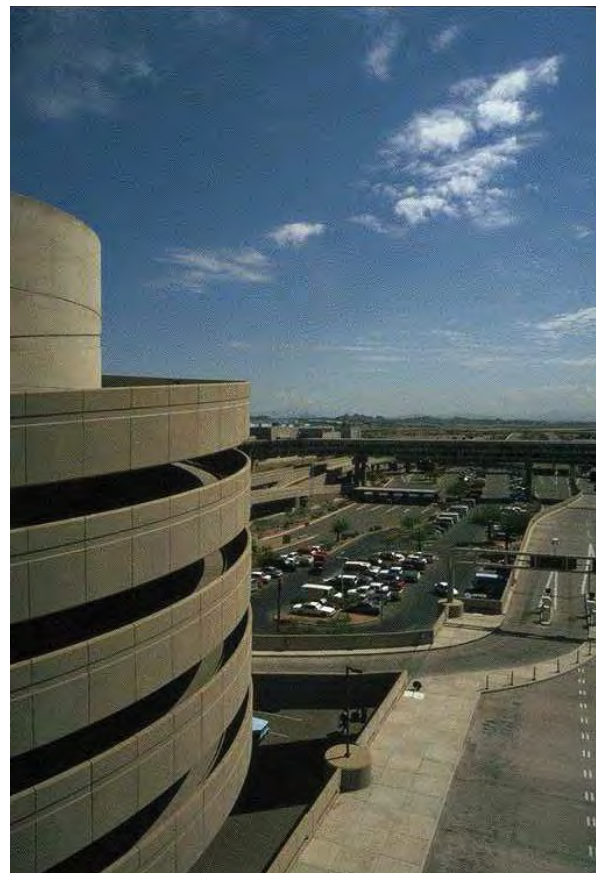
At Kimley-Horn, we pride ourselves on providing highly responsive, full service consulting services. As such, we invest significant energy into listening to our clients and developing a thorough project game plan. This allows us to gather the needed input from key parties, and sets the stage so that all parties know what to expect. It is with such project pre-planning that we are able to establish clear project goals and objectives which can minimize surprises later on. As such, we will conduct a project kick-off meeting with you early in the process so that you have an opportunity to share your concerns and identify your needs and objectives. Collectively, we will develop a plan of action, project milestones, and subsequent task schedules so that everyone is on the same page moving forward.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



As we have demonstrated with previous City projects, we will conduct regular review meetings with the appropriate City staff to not only keep you informed of our project and schedule, but to gather your comments and input. This process allows our team to adjust to your needs if and when they change, as well as to keep you informed as new information is developed and as the project progresses. Keeping you informed allows you to keep your constituents informed as needed, and to respond to key questions from stakeholders as they arise.

A detailed project approach and scope of work is provided in subsequent sections of this submittal. Our team is fully prepared to hit the ground running, and is anxious to continue our work with the City of Culver City and the Culver City Redevelopment Agency. We remain excited with the opportunities and challenges that this project provides. We believe the Kimley-Horn team is the only consultant that is fully engaged (current projects providing full up to date understanding) and fully capable (multiple disciplines within one company) of bringing the required resources needed to complete the project successfully.

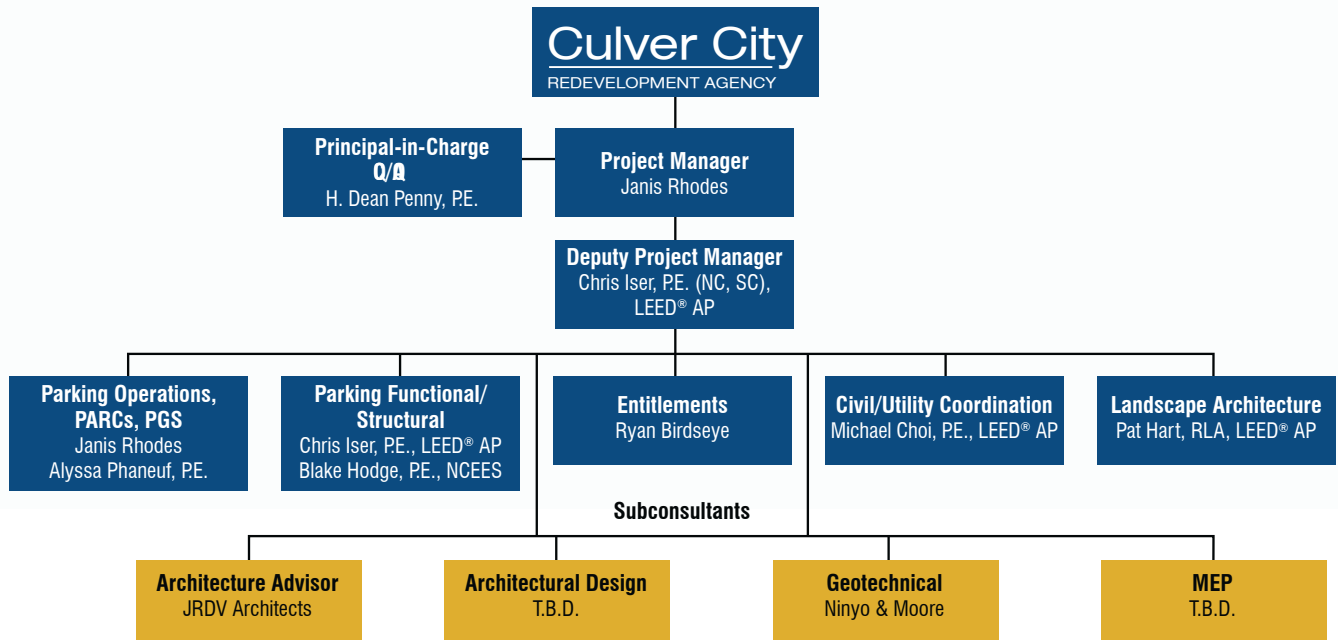


Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



3. Identification of the Project Team

Organizational Chart



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Key Personnel Resumes

Professional Credentials

- Master of Science, Urban Planning, University of Arkansas
- Bachelor of Science, Education, University of Arkansas
- International Parking Institute
- California Downtown Association
- California Public Parking Association
- Urban Land Institute

Janis Y. Rhodes

Project Manager, Parking Operations, PARCs, PGS

Janis Rhodes has provided management and planning services in the parking industry for more than 30 years. She has served as a planner, parking administrator, and owner/owner's representative for mixed-use, retail, office, and healthcare projects. She has worked as a parking administrator at several municipalities and universities. As such, she understands city and community needs and is especially cognizant of managing projects to meet client and community needs. As a consultant, she has been responsible for planning and managing transportation systems, parking facilities, and parking programs for transit-oriented developments, ports, municipalities, colleges and universities, healthcare facilities, airports, and private-sector developments. In these project types, Janis was responsible for planning, project management, construction administration, and construction financing due diligence and coordination.

Relevant Experience

Real Time Motorist Information System and Parking Guidance System, Culver City, CA —

QA/QC. Kimley-Horn is completing an enhanced parking guidance system (PGS), including dynamic message signs (DMS), for the City's parking garages. The PGS includes the preparation of the System Engineering documents including the Concept of Operations and system requirements for a new PGS. To reduce demand of circulating vehicles in search of parking on a daily basis and prior to numerous local special events, real-time parking guidance will provide parking availability via monument signs, arterial based DMS, and level-by-level availability for the three main parking garages. This project involves the installation of four arterial based DMS to disseminate parking availability, directional guidance, special event information, and traffic information to motorists visiting Downtown Culver City. Monument signs installed near the parking garages will provide parking availability and directional guidance while monument signs located inside the garages will display parking availability either level-by-level or stall-by-stall.

Parking Solutions Study, South Lake Tahoe, CA — Senior Project Parking Professional. Kimley-Horn was selected as a parking management consultant to the City of South Lake Tahoe to develop "outside the box" solutions to the City's parking capacity issues. Kimley-Horn is responsible for four key tasks: reviewing the current parking demand, analyzing of existing and future needs, developing parking recommendations, and preparing a final report. The City relies heavily on tourism—the small population of 25,000 swells to over 100,000 during the peak vacation season. The goal of the project is to encourage tourism, increase patronage of local businesses, and increase the overall economic sustainability of the City, which otherwise would suffer due to insufficient parking. Additionally, our services include conducting an intercept parking survey to assist in selecting parking solutions, developing a parking demand model, and reviewing the existing parking management plan.

Real-Time Beach Parking Project, Santa Monica, CA — Project Manager. The City of Santa Monica selected Kimley-Horn to help take its Intelligent Transportation System (ITS) operations to the next level with an enhanced parking guidance system, including dynamic message signs (DMS), to help motorists reach their destinations along the City's popular and thriving beach areas. To reduce demand of circulating vehicles in search of parking on a daily basis and prior to numerous local special events and beach parking, the City will improve real-time beach parking guidance to provide parking availability via monument signs, arterial-based DMS, and via the City's existing website. This project involves the installation of DMS to disseminate parking information to motorists visiting Santa Monica

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Janis Rhodes, continued

beaches. Two types of DMS will be used to achieve the project goals: small four-digit DMS in close proximity to a number of parking structures, and larger arterial style DMS near major off-ramps. The arterial DMS will include information such as space availability and /or directional guidance to the nearest available parking lots.

General Plan Update, Parking Management Plan, and Parking Zoning Code Update, Capitola, CA — Project Manager. Kimley-Horn worked closely with City of Capitola staff and the project team to evaluate the City's current Downtown Village Parking Management Plan and to revise and develop a new Parking Management Plan. This project further included reviewing and revising the City's parking code to provide a more current code for infill and new development. The City's parking management plan and parking zoning code had not been reviewed and updated for more than 20 years. Study efforts included collecting information from existing users and downtown businesses regarding issues and concerns, reviewing similar city codes, and developing codes and a management plan that included more current parking practices, parking technologies, and parking/transportation systems for visitors and guests.

All projects listed below were performed by Ms. Rhodes prior to joining Kimley-Horn in 2010.

Port of San Diego, CA — Project Manager. The National City Vehicle Processing Terminal includes a land constrained site for docking and staging of ships transporting import autos/vehicles. The vehicle processing facilities include space for docking two ships at a time and staging and processing approximately 425,000 vehicles annually. Growth projections indicated that the port needs to expand the wharf to accommodate an additional ship docking space and the staging and processing space for the terminal to process 725,000 vehicles annually. The project entailed development of plans for the wharf extension and a vehicle storage facility (parking garage). Once the project study report was completed, the team worked with the Port and SANDAG to prepare a grant application for state funds for development of the projects. The grant application included \$32 million for the wharf and \$68 million for the parking facility. The wharf extension received \$16 million in grant funds with the Port to provide the balance as local share funds. The parking structure grant fund was not approved.

City of Burbank, CA — Project Manager. Served as project manager for development of parking management plans for the seven public parking garages in downtown Burbank. The facilities were open garages lacking parking control systems or revenue control systems. The City requested an analysis of converting the parking garages from a free parking program to a pay parking program. The uncontrolled parking program created significant vehicle queuing issues that resulted in excessive traffic during weekday and weekend peak periods, contributing to air quality issues in the downtown core areas. The project entailed developing parking equipment installation plans, forecasting revenue and expense plans, and parking management plans.

City of Santa Monica, CA — Project Manager. Assisted the City with the development of a centralized parking control system for the City's 10 public garages surrounding the 3rd Street promenade and the 14 City beach lots. The project entailed development of the parking management plan, procurement documents for a citywide parking operator for the public lots and facilities, and procurement documents for the parking access and revenue control equipment and the centralized parking inventory control system.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Master of Science, Civil Engineering, Clemson University
- Bachelor of Science, Civil Engineering, Clemson University
- Professional Engineer in North Carolina and South Carolina
- LEED® Accredited Professional
- International Parking Institute
- Carolina's Parking Association

Christopher M. Iser, P.E., LEED® AP

Deputy Project Manager/ Parking Functional/Structural

Chris Iser has nearly seven years of experience as an engineer and project manager. A parking specialist, he has worked on projects ranging from strategic planning and parking management consulting to deck design, rehabilitation, and repair. Chris has been responsible for parking demand modeling, operations management, strategic parking planning, functional and structural design, production of plans and specifications, and construction phase services for parking decks. His design and restoration projects have encompassed structures of reinforced concrete, precast/prestressed concrete, post-tensioned concrete, and structural steel for parking clients that include universities, municipalities, healthcare facilities, and private developers.

Relevant Experience

Center City Parking Deck, Columbia, SC — Project Manager. Kimley-Horn is providing parking functional, structural design, traffic engineering, and landscape architecture services for this parking deck in downtown Columbia. Located on the corner of Sumter and Taylor Streets, the deck will include six levels, 550 parking stalls, and street-level retail. A courtyard/park area will be located behind the parking structure.

Port of San Diego Parking Structure Feasibility Study, San Diego, CA — Project Engineer. Kimley-Horn was selected by the Port District to complete a parking and feasibility study within the District. Kimley-Horn is providing parking planning services to evaluate the impacts to current parking supply of a proposed bicycle pathway and proposed staffing levels of the contractors working at the port. Conceptual level plans for a series of parking structures are being developed. These plans will include floor plans, building elevations, and three dimensional massing models so that the impacts to the site and adjacent buildings can be determined.

Downtown Parking Plan, Santa Monica, CA — Project Engineer. Kimley-Horn worked with the City of Santa Monica and the Bayside District to provide an interim parking plan during the construction of several new projects including a new AMC theatre, Palisades Garden, parking structure #6, among others in the Downtown Bayside District. Kimley-Horn developed graphics and presented the plan at public outreach sessions and City Council workshops and meetings. The plan has been adopted and will be used to ease the impact to parking in the Bayside District during the upcoming years.

Lower Pacific Avenue Parking Study, Santa Cruz, CA — Project Engineer. The City of Santa Cruz selected Kimley-Horn to analyze the parking supply and demand in the Lower Pacific Avenue area of Santa Cruz and develop recommendations for a shared parking solution and management strategies to help stimulate and support redevelopment of area, which is directly adjacent to the City's thriving downtown. Kimley-Horn's review of parking in this area included review and assessment of current parking management operational strategies and policies, development of a unique parking demand model, evaluation of the availability of transportation alternatives, planning needs, stakeholder impacts, parking inventory expansion opportunities, and special event needs.

Wake Technical Community College North Campus Parking Deck, Raleigh, NC — Project Engineer. To accommodate Wake Tech's increased enrollment, the Northern Wake Campus expansion includes the construction of a classroom building and 450-space parking deck, including associated roads, roadway bridge, site work, landscaping, and a pedestrian bridge over the Neuse River Buffer.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Chris Iser, P.E., LEED® AP
 continued

Kimley-Horn is responsible for the design of the parking deck, vehicular bridge, pedestrian bridge, and the regional energy plant integrated into the parking deck.

Cape Fear Community College Union Station, Wilmington, NC — Project Engineer. As a subconsultant to LS3P Associates, Kimley-Horn was selected to provide parking consulting services including functional design, striping plans, signage plans, parking, and access control equipment specifications for the Union Station Parking Deck. The deck provides 1,200 spaces to Cape Fear Community College's Downtown Wilmington campus.

North Carolina State University West Lot Parking Deck, Raleigh, NC — Project Engineer. Kimley-Horn is providing parking, structural engineering, traffic engineering, civil engineering, and landscape architecture services for this 850-space parking deck. Challenges include accommodating future connections for an office building and bridge from another proposed parking structure, which will carry pedestrian and vehicular traffic. The foundations of the parking structure were designed to allow future excavation to accommodate the lower site and roadway grades proposed in the master plan.

Santa Ana Comprehensive Parking Analysis, Santa Ana, CA — Project Engineer. Kimley-Horn is helping the City of Santa Ana evaluate parking facilities and operations within its downtown, including comprehensive evaluations of operations, stakeholder outreach, recommendations for management and facility improvement, and setting metrics, and an overall monitoring system for measuring success.

Saint John Street Parking Garage (Renaissance Park), Spartanburg, SC — Project Engineer. As part of the Renaissance Park area in Spartanburg, the Saint John Street Garage will serve the new University of South Carolina Upstate business school, as well as student housing and local mixed-use retail. This four-level precast garage will be architecturally compatible with the downtown Renaissance Park area. The use of latest generation LED lights is anticipated to reduce lifetime utility costs and maintenance. Kimley-Horn served as the prime consultant for functional layout design, structural design, civil design, landscape design, and construction phase services. The project required extensive coordination with three adjacent projects on the parcel.

BART/Richmond Transit Village Parking Deck, Richmond, CA — Analyst. Kimley-Horn was engaged by the Richmond Community Redevelopment Agency (RCRA) to provide project management and final design services for a new 750-space parking facility at the Richmond Intermodal BART Station. A critical element of the Richmond Transit Village, the parking garage will increase total parking supply at the intermodal station by approximately 170 spaces and consolidate all BART parking in one location. This will effectively clear the east side of the BART station site, now occupied by surface parking, for development of over 100 additional units of housing and access/circulation provisions for BART patrons.

Wake Technical Community College Health Sciences Parking Deck, Raleigh, NC — Project Engineer. Kimley-Horn designed a 450- to 500-space parking structure for its Health Sciences Campus. The additional parking supports the College's growing enrollment and replace spaces being lost by the redevelopment of existing parking lots. Kimley-Horn was responsible for functional parking design, traffic engineering, structural design, site civil engineering, landscape architecture, and site-related LEED components. LEED Silver certification will be pursued for this project.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Master of Science, Civil Engineering, North Carolina State University
- Bachelor of Science, Civil Engineering, North Carolina State University
- Professional Engineer in California, Alabama, Arizona, Arkansas, Florida, Kentucky, Nevada, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia
- American Society of Civil Engineers
- Carolinas Parking Association
- International Parking Institute (IPI)
- IPI Sustainability Committee
- Urban Land Institute
- National Society of Professional Engineers

H. Dean Penny, P.E.

Principal-in-Charge/QC/QA

Dean Penny is a principal and senior vice president of Kimley-Horn where he leads the firmwide parking consulting practice. During his 28-year career, he has been involved in the planning, design, construction, and rehabilitation of all types of building and bridge structures. His primary focus for the past decade has been with parking structure design and construction and as such, he has been involved in the planning, design, and construction of more than 50 parking structures. Dean earned his BS and MS degrees in civil engineering from North Carolina State University and is a registered Professional Engineer in 12 states.

Relevant Experience

Berryessa Station Parking Structure, San Jose, CA — Principal-in-Charge. Kimley-Horn is providing parking planning and structural design engineering services for the development of programmatic design criteria documents and conceptual level plans for the phased Berryessa Station Campus. The concept design documents were developed for the 1,490-space parking structure and will be used for future phases of design of the project. The campus includes the extension of the BART System into San Jose and Santa Clara County as well as a bus transit center station, a BART police facility, and supporting kiss-and-ride and bicycle/pedestrian circulation. Kimley-Horn provided parking functional planning, preliminary structural engineering, traffic engineering, and civil site design services to support planning for the opening day campus needs. In addition, the designs accommodate infrastructure flexibility to satisfy projected 2030 parking and traffic demands.

Milpitas Station Parking Structure, Milpitas, CA — Principal-in-Charge. Kimley-Horn is providing parking planning and structural design engineering services for the development of programmatic design criteria documents and conceptual level plans for the phased Milpitas Station Campus. The concept design documents were developed for a 650-space parking structure and will be used for future phases of design. The campus includes an adjacent and existing VTA light-rail station (Montague), and the proposed extension of the BART system into Santa Clara County (Milpitas Station). The campus will include a bus transit center station and supporting kiss-and-ride and bicycle/pedestrian circulation. Kimley-Horn provided parking planning and functional design, preliminary structural engineering, traffic engineering, and civil site design services to support opening day campus needs and provide infrastructure flexibility to satisfy projected 2030 parking and traffic demands.

BART Station/Richmond Transit Village Parking Deck, Richmond, CA — Principal-in-Charge. Kimley-Horn was engaged by the Richmond Community Redevelopment Agency to provide project management and final design services for a new 750-space parking facility at the Richmond Intermodal BART Station. A critical element of the Richmond Transit Village, the parking garage will increase total parking supply at the intermodal station by approximately 170 spaces and consolidate all BART parking in one location. This will effectively clear the east side of the BART station site, now occupied by surface parking, for development of over 100 additional units of housing and access/circulation provisions for BART patrons.

Port of San Diego Parking Structure Feasibility Study, San Diego, CA — Principal-in-Charge. Kimley-Horn was hired by the Port District to complete a parking and feasibility study within the District. Kimley-Horn is providing parking planning services to evaluate the impacts to current parking supply of a proposed bicycle pathway, as well as proposed staffing levels of the contractors working at the Port.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



H. Dean Penny, P.E., continued

Conceptual level plans for a series of parking structures are being developed. These plans will include floor plans, building elevations, and three dimensional massing models so that the impacts to the site and adjacent buildings can be determined.

Confidential Public/Private Mixed-Use Parking Deck Concept, Beverly Hills, CA — Project Engineer. Kimley-Horn worked with the City of Beverly Hills to develop concept plans for a potential mixed-use project that is to include 400 to 600 parking spaces underground. The project, if developed, would include street level restaurants, and two levels of office space above the structure. Concepts were developed in enough detail to depict how the garage would work, ingress/egress for vehicles and pedestrians, and a three dimensional computer massing model displayed the massing of the project with respect to the street and adjacent buildings.

Parking Garage, Anoka, MN — QC/QA. Kimley-Horn prepared the final design of a three-level, 270-space parking deck built as the first step in the revitalization and redevelopment of the downtown Anoka North Central Business District. This area is recognized as a historic district and the project design was highly sensitive to the historic architecture of downtown Anoka. The project included the design of a parking plaza planned to be used for city festivals and celebrations adjacent to the parking deck. As prime consultant, Kimley-Horn was responsible for functional parking layout, structural design, site civil engineering, and landscape architecture.

NC State University West Lot Parking Deck, Raleigh, NC — Principal-in-Charge. Kimley-Horn is providing parking, structural engineering, traffic engineering, civil engineering, and landscape architecture services for this 850-space parking deck. Challenges include accommodating future connections for an office building and bridge from another proposed parking structure, which will carry pedestrian and vehicular traffic. Additionally, the foundations of the parking structure were designed to allow for future excavation to accommodate the lower site and roadway grades proposed in the master plan.

Saint John Street Parking Garage, Spartanburg, SC — Principal-in-Charge. As part of the Renaissance Park area in Spartanburg, the Saint John Street Garage serves the new University of South Carolina Upstate business school, as well as student housing and local mixed-use retail. This four-level precast garage is architecturally compatible with the downtown Renaissance Park area. The use of latest generation LED lights reduces lifetime utility costs and maintenance. Kimley-Horn served as the prime consultant for functional layout design, structural design, civil design, landscape design, and construction phase services. The project required extensive coordination with three adjacent projects on the parcel and was completed on schedule and under budget.

Downtown Underground Parking Facility, Raleigh, NC — Project Manager. Kimley-Horn provided planning, design, and construction phase services for this 960-space underground parking deck that serves the City of Raleigh's new convention center and adjacent hotel. Combined with adjacent decks designed by Kimley-Horn, this facility completes an underground complex totaling more than 2,200 parking spaces. The deck, which is located under the new hotel, consists of three parking levels below grade. Kimley-Horn was responsible for overall design and coordination with the designers of the convention center and hotel. Services included a parking feasibility analysis, structural design, parking consulting, traffic operations, civil engineering, landscape architecture, and overall project coordination.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Master of Science, Structural Engineering, Texas A&M University
- Bachelor of Science, Civil Engineering, Texas A&M University
- Professional Engineer in California, Texas (Structural), Missouri, Florida, Colorado, Oklahoma, and Mississippi
- National Council of Examiners for Engineers and Surveyors

J. Blake Hodge, P.E., NCEES

Parking Functional/Structural

With 15 years of experience, Blake is a senior parking/structural engineer at Kimley-Horn. His experience as project manager or lead design engineer for parking structures is extensive, and his clientele ranges from universities and healthcare facilities to cities, counties, and state governments as well as higher density retail, multifamily, and mixed-used private developments. In addition, he has provided structural engineering for various buildings, including retail centers, offices, housing, hospitality, and stadiums. Blake stays at the forefront of parking and structural technology, and is active in professional organizations and training for structured parking.

Relevant Experience

Berryessa Station Parking Structure, San Jose, CA — Project Manager. Kimley-Horn is providing parking planning and structural design engineering services for the development of programmatic design criteria documents for the phased Berryessa Station Campus. The bridging documents will be used for bidding and selection of the design-build team; the bridging documents will become the basis for their opening day design. The campus includes the extension of the BART System into San Jose and Santa Clara County as well as a bus transit center station, a BART police facility, and supporting kiss-and-ride and bicycle/pedestrian circulation. Kimley-Horn provided traffic engineering and civil site design services to support opening day campus needs and provide infrastructure flexibility to satisfy projected 2030 parking and traffic demands.

Milpitas Station Parking Structure, Milpitas, CA — Project Manager. Kimley-Horn is providing parking planning and structural design engineering services for the development of programmatic design criteria documents for the phased Milpitas Station Campus. The bridging documents will be used for bidding and selection of the design-build team; the bridging documents will become the basis for their opening day design. The campus includes an adjacent and existing VTA light-rail station (Montague), and the proposed extension of the BART system into Santa Clara County (Milpitas Station). The campus will include a bus transit center station and supporting kiss-and-ride and bicycle/pedestrian circulation. Kimley-Horn provided traffic engineering and civil site design services to support opening day campus needs and provide infrastructure flexibility to satisfy projected 2030 parking and traffic demands.

The Railyards, Sacramento, CA — Parking Engineer. The Sacramento Railyards development is a 238-acre infill project situated on the old Union Pacific Railyards in downtown Sacramento. This project will double the size of downtown Sacramento and turn the area into an urban mecca of mixed-use, residential, commercial, retail, hotel, office, cultural/entertainment, parks, and open space uses and will include a mass transit hub. Kimley-Horn is responsible for the project management and coordination of all planning and design elements related to this complex project. Kimley-Horn's design services include designing Railyards Boulevard, 5th Street, and 6th Street which will serve as major access points into the project site. Our work includes the design of the roadway, utilities, drainage, streetscape, and stormwater quality improvements along each roadway.

parc24 Parking Garage, Vero Beach, FL — Project Manager. Kimley-Horn provided traffic engineering, civil engineering, landscape architecture, LEED certification, and parking functional and parking structural engineering consulting services for this high-profile office development. This parking structure is surrounded on two sides by the office development and provides parking for visitor and tenants. The four-level structure is constructed of precast concrete and contains 305 spaces. The

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Blake Hodge, P.E., NCEES
 continued

structure is configured in a two-bay single helix layout with a partial parking level below grade. Unique design features include cantilevered planter boxes “hovering over” the retention pond and inclusion of light emitting diode (LED) lighting to help achieve LEED certification.

WinStar World Casino Parking Structure, Thackerville, OK — Project Manager. Kimley-Horn designed this 1,400-space parking structure as prime consultant to the owner. The garage features two direct access points to the gaming floor. Services included master planning; site assessment; parking layouts; civil, traffic, and structural engineering; and construction phase support.

Event Center Parking Garage, Allen, TX — Project Manager. As prime design consultant for this 1,200-space parking structure, Kimley-Horn was responsible for site assessment; parking layout; traffic and structural engineering; coordination of civil engineering and landscape architecture; and construction phase support. The firm also coordinated the mechanical, electrical, fire protection, and plumbing designs, which were provided by the design-build subcontractor.

Convention Center Urban District, Orlando, FL — Project Engineer. Kimley-Horn provided transportation, civil engineering, and parking consulting services for this high profile 30-acre retail/hotel/mixed-use site just to the north of the Orange County Convention Center’s North Concourse building. Kimley-Horn provided the site shared parking analysis and as parking consultant for the project, Kimley-Horn was responsible for circulation, striping, signage, and parking control equipment design for the dozen proposed structures in the development for the four-level 3,000-space garage designed to serve retail, restaurant, office, and residential patrons. Additional features include accommodations for an extensive valet operation, bus/taxi drop off areas and truck dock loading areas. Additionally, as traffic engineer for the project, Kimley-Horn oversaw that parking generated for the site was appropriately distributed to the adjoining roadway infrastructure.

The Suites at Overton Park Parking Structure, Lubbock, TX — Project Manager. This parking structure is fully surrounded by a residential development and provides parking for the residents, visitors, and grade level retail. The five-level structure is constructed of precast concrete and contains 650 spaces. Additional features include mechanical ventilation, fully sprinklered construction, integral trash chutes and trash rooms as well as enclosed stair/elevator cores that service the adjacent residential units.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Master of Regional Planning, Urban Planning, University of Oregon
- Bachelor of Science, Geography, University of Oregon
- Association of Environmental Professionals, San Diego Chapter

Ryan Birdseye

Ryan has more than 20 years of entitlement and environmental planning experience working with both public and private sector clients on infrastructure development projects. He is proficient in overall project management, multidisciplinary team coordination, agency coordination, and preparing documents that address both CEQA and NEPA compliance requirements.

Entitlements

Relevant Experience

Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street, Oceanside, CA — Environmental Planner. Kimley-Horn prepared the Initial Study and related technical documents required to evaluate potential environmental effects associated with the proposed reconfiguration of Mission Avenue and Seagaze Drive and implementation of various improvements along Clementine Street and Cleveland Street. The purpose of the project is to improve the pedestrian experience on Mission Avenue and balance traffic volumes in downtown. Key issues were traffic circulation and related noise effects primarily on Seagaze Drive.

SANDAG South Bay BRT EIR for Otay Mesa to Downtown San Diego, San Diego, CA —

Environmental Planner. Kimley-Horn performed preliminary engineering and environmental review services for the SANDAG 20-mile Bus Rapid Transit (BRT) line connecting downtown San Diego to the Otay Mesa international border crossing. Kimley-Horn's services included conceptual design of coordination with Caltrans to permit BRT use of freeway shoulders during peak hours; design coordination with the widening of I-805; conceptual design of linear improvements; ITS components, including transit signal priority; FTA processing, including the New Starts/Small Starts programs; coordination with the City of Tijuana's transit program; Caltrans Project Study Report/Project Report (PSR/PR); and draft and final Environmental Impact Statement/Report.

SANDAG South Line Rail Goods Movement Project, Initial Study, San Diego, CA — Project Manager. As part of an on-call contract for the SANDAG, Kimley-Horn prepared an Initial Study/MND for proposed improvements along the main rail line between San Diego and San Ysidro that would support the addition of freight trains and improve sidings for an existing 15-mile rail line used by both freight and light rail transit service. The scope of work also included preparation of a noise impact analysis that was performed using methodology recommended by the Federal Transit Administration (FTA). Long and short-term sound level measurements were performed throughout the alignment. Acoustical modeling was performed to estimate the project related and cumulative rail noise at potentially impacted receptors and to recommend specific mitigation measures. The IS/MND was approved by SANDAG's Transportation Commission in March 2010.

SR 91/Beach Boulevard Entrance Ramp Modifications, Buena Park, CA — Environmental Planner. Kimley-Horn is responsible for the final design PS&E to widen the northbound Beach Boulevard to eastbound SR 91 entrance ramp. The intent of the project is to increase vehicular storage along the ramp to eliminate backup and resulting congestion along northbound Beach Boulevard. Primary documents being prepared are to Caltrans District 12 requirements including PEER, ISA Checklist, Environmental Memo, Noise Study, Traffic Analysis, Fact Sheets, preliminary and final design plans, specifications, and cost estimate.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Ryan Birdseye, continued

Sunset Avenue Railroad Grade Separation at I-10, Banning, CA — Environmental Planner.

Kimley-Horn revised the Preliminary Environmental Analysis Report (PEAR) for the proposed railroad grade separation project near the I-10/Sunset Avenue interchange in the City of Banning, located within Caltrans District 8. The project proposed a lowered profile for the westbound ramps to accommodate the Sunset Avenue grade change; as such, the project underwent a noise screening procedure. A subsequent Noise Study Report (NSR) is being prepared. The analysis included modeling of the freeway and ramps using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5.

Firestone Boulevard Improvements, Buena Park, CA — Environmental Planner. Kimley-Horn

was responsible for the initial planning and final design to widen Firestone Boulevard and improve the intersection at Firestone Boulevard and Artesia Boulevard. The purpose of the project was to increase vehicular capacity and improve truck turning. This intersection is within Caltrans right-of-way with the south leg being the terminus for the northbound entrance and exit ramps for the I-5 Freeway. Close coordination for processing and approvals was required with Caltrans District 12 staff, as the design coincided with the construction phase of the I-5 widening project. Additional coordination was required with Caltrans District 7 to account for their future plans to widen I-5 to the north of this location. Specific components of work included adding dual left-turn lanes; widening Firestone Boulevard for approximately 900 feet; modifications of the existing traffic signal; a new traffic signal to accommodate a future entrance to a development; storm drain modifications, and street lighting upgrades. Kimley-Horn provided the traffic operations analysis, preliminary geometric alternatives, environmental studies support, and all final design documents.

Golden Bear Food Distribution Center, Southern Counties, CA — Environmental Planner. This new food distribution center is a 33-acre facility located within a newly approved and modern Specific Plan Area in Southern California. The facility consists of a 495,000-square foot building with an advanced automated mechanical distribution system encompassed within dry, cooler, and freezer warehouse areas for products bound to neighboring satellite retail stores. Kimley-Horn is in the process of finishing a complete product of value civil engineering planning and design which includes site planning, drainage, utilities, landscaping, environmental, and off-site road improvements all while meeting every project milestone to the client's approval.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Master of Science, Civil Engineering Transportation, Georgia Institute of Technology
- Master of City and Regional Planning, Georgia Institute of Technology
- Bachelor of Science, Civil and Environmental Engineering, University of California, Berkeley
- Professional Engineer in California

Alyssa Phaneuf, P.E.

Parking Operations, PARCs, PGS

With over 12 years of experience in various civil and traffic engineering and transportation planning projects including regional ITS planning and Systems Engineering, Alyssa works on a wide range of transportation initiatives focused on improving urban mobility. She has contributed to transportation planning projects, many of them including context sensitive solutions, such as the South Coast ITS Implementation Plan, Paso Robles Specific Plan, Calexico Downtown Plan, El Centro Downtown Parking and Traffic Strategy, Chino Basin Collaborative Strategy, and Streetscape Design and Transportation Vision for Sunset Junction.

Relevant Experience

Real Time Motorist Information System and Parking Guidance System, Culver City, CA —

Project Manager. Kimley-Horn is completing an enhanced parking guidance system (PGS), including dynamic message signs (DMS), for the City's parking garages. The PGS includes the preparation of the System Engineering documents including the Concept of Operations and system requirements for a new PGS. To reduce demand of circulating vehicles in search of parking on a daily basis and prior to numerous local special events, real-time parking guidance will provide parking availability via monument signs, arterial based DMS, and level-by-level availability for the three main parking garages. This project involves the installation of four arterial based DMS to disseminate parking availability, directional guidance, special event information, and traffic information to motorists visiting Downtown Culver City. Monument signs installed near the parking garages will provide parking availability and directional guidance while monument signs located inside the garages will display parking availability either level-by-level or stall-by-stall.

Pasadena SAFETEA-LU System Manager, Pasadena, CA — Project Engineer. Kimley-Horn is completing several projects under this overall System Manager contract including a Transportation Management Center (TMC) upgrade, a new Parking Guidance System (PGS) for the City's parking garages, PS&E documents for a new fiber-optic connection, detailed designs for the integration of video detection cameras from the field to the TMC, and the conversion of traffic signal timings to a new controller firmware. The projects are federally funded and required to go through the Systems Engineering process. The TMC upgrades include the preparation of new electrical and mechanical plans for a new HVAC system to accommodate existing and new equipment loads including a new video wall. The PGS includes the preparation of the Systems Engineering documents including the Concept of Operations and System Requirements for a new PGS. Kimley-Horn is also testing the traffic signal timing conversions before they are deployed in the field.

SBCAG South Coast ITS Implementation Plan, Santa Barbara, CA — Project Engineer. Kimley-Horn managed the development of a regional ITS program for the Santa Barbara region. The project included development of an ITS Master Plan and subsequent PS&E of federally funded priority projects. Projects are primarily focused on arterials to address mobility and performance needs such as signal synchronization, communications and controller upgrades, bus rapid transit, and emergency vehicle preemption. The planning of each project requires tailoring the system engineering process to the individual risk of the project. Kimley-Horn has prepared the Concept of Operations, Functional Requirements, and Acceptance Test Plans for the projects, which include Transit Signal Priority implementation and a regional traveler information website.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Alyssa Phaneuf, continued

OCTA ITS Master Plan, Anaheim, CA — Project Engineer. Kimley-Horn was recently selected to provide ITS master planning services for the City, assisting with the reevaluation of its current program in terms of effectiveness, reliability, and future direction. This plan will result in better management of daily and event traffic; coordination of cross-jurisdictional corridors with neighboring agencies; and providing valuable traveler information to the residents who rely on the City's transportation system.

I-80/I-680/I-780 Corridors Highway Operations Implementation Study (Solano Operations Study), Solano County, CA — Project Engineer. Kimley-Horn completed this study for the Solano Transportation Authority (STA) and the Solano Highways Partnership (SoHIP) consisting of stakeholders from Caltrans (Districts 3 and 4), MTC, County of Solano, and representatives from all of the local cities in Solano County. The project consisted of conducting a detailed traffic operations analysis of the three freeway corridors in the County to derive operational improvements, develop cost estimates, and potential funding strategies. An outcome of the project was recommendations on policies and guidelines for the implementation of the operational improvements including, but not limited to, ramp metering, visual design guidelines, public outreach via an interactive toolbox, and Intelligent Transportation Systems (ITS). A key implementation strategy was the preparation of a Corridor Level ITS Architecture and Implementation Plan which outlined the specific ITS elements that would be deployed on the freeway system in Solano County. The study has been incorporated into the County's Comprehensive Transportation Plan.

I-80 Systems Integrated Mobility Corridor Project, Alameda/Contra Costa Counties, CA — Project Engineer. Kimley-Horn is leading a team to prepare a Corridor Systems Management Plan (CSMP), project report, environmental document, and plans, specifications, and estimates for the I-80 Integrated Corridor Mobility project. This project is a \$92 million systems management project, involving 20 regional, state, local, and transit agencies to plan, design, and implement an integrated corridor system along I-80, which is the most congested corridor in the Bay Area. The project involved four construction contracts: transportation management systems, adaptive ramp metering, TLSP, and active traffic management, as well as two procurement packages: systems integration and software development and specialty material procurement.

Smart Corridor, San Mateo County, CA — Project Engineer. Kimley-Horn prepared a set of alternate route strategies and an implementation plan for deploying a system of ITS elements on local streets along the US 101, I-280, and SR 92 corridors in San Mateo County. El Camino Real is the primary parallel arterial through the County and there are several other local streets that are included in the strategies. All elements and deliverables were prepared in GIS format to be integrated with the County's existing GIS database. The implementation plan resulted in a specific list of capital projects for deployment of ITS elements for the alternate routes. The project was developed using the Systems Engineering process to evaluate technologies and prepare concept reports. To date, Kimley-Horn has completed the ARTI Guide, Infrastructure Implementation Plan, Smart Corridor Concept of Operations, TLSP grant application, program development for the Smart Corridors Program, Smart Corridors Project Study Report, and draft Smart Corridors Project Report and Environmental Documentation.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Bachelor of Science, Civil Engineering, Old Dominion University
- Professional Engineer in California
- LEED® Accredited Professional

Michael Choi, P.E., LEED® AP

Civil/Utility Coordination

Michael has over 13 years of experience in civil engineering design related to transportation, land development, water resources, utility infrastructures, and site master planning. He has been involved and managed projects that include roadway/street improvements, bike lane improvement and studies, sewer force mains, utility infrastructure design and planning, traffic control, and stormwater management. He has built strong relationships with key officials in Southern California, including the City of Los Angeles, County of Los Angeles, and cities of Agoura Hills, Thousand Oaks, Calabasas, Malibu, Santa Monica, Burbank, and Santa Clarita.

Relevant Experience

Buena Vista Street and Winona Avenue Improvements, Burbank, CA — Project Manager.

Kimley-Horn provided civil and traffic design services for the street and railroad crossing improvements at the intersections of Buena Vista Street, San Fernando Boulevard, and Winona Avenue near I-5 crossing. The project involved preparation of construction plans, special provisions, and probable construction cost estimates.

Cross Creek Road Redesign, Malibu, CA — Project Manager. Redesign of Cross Creek Road within civic center area of Malibu. The project entails providing two travel lanes in each direction and converting the remaining right-of-way into a wide parkway for a commercial size sidewalk, landscaping, and additional on-street parking. The work associated with this project involved providing civil engineering services related to the development of new site improvements including paving, grading, drainage and underground utility, parking layout, and roadway redesign including vertical and horizontal profiles/sections.

San Fernando Road Improvements, Santa Clarita, CA — Project Engineer. Kimley-Horn prepared street improvement plans for the widening of San Fernando Road from the southern curb return of the intersection of Meadow Ridge Drive to approximately 120 linear feet from the intersection of Sierra Highway Connector. The work associated with this project included typical sections and details, street profile, retaining wall design, relocation/modification of two catch basins, relocation of a power pole, relocation of a water valve, and modification of two driveway entrances along San Fernando Road.

San Vicente and 26th Street Improvement, Santa Monica, CA — Project Engineer. Prepared PS&E for traffic signal, street improvement, and signing/stripping plans for the modification of seven traffic signals in the City of Santa Monica. This project involved the upgrade of conduit and signal equipment at each intersection. Median modifications and a bulb-out was designed per City standards.

Moorpark Road Left-Turn Lane, Thousand Oaks, CA — Project Manager. Kimley-Horn is providing civil design services on Moorpark Road at the YMCA driveway for the street improvements related to the proposed left-turn lane for the City. The project involves preparation of construction plans, specifications, and opinions of probable construction cost to provide a northbound left-turn lane on Moorpark Road at the YMCA driveway.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Michael Choi, continued

Park Sorrento and Civic Center Way at Calabasas Road, Calabasas, CA — Project Manager.

Kimley-Horn provided civil design services for the off-site improvements adjacent to the 1.7-acre Calabasas Civic Center project that included construction of the new City Hall building and public library. The off-site work accommodated the Calabasas Civic Center project by providing additional off-site parking spaces required for the project. The off-site improvement work included new medians, median extensions, curbs, gutters, sidewalks, bollards, diagonal parking, bulb-outs, roundabouts, signing, and striping along Civic Center Way and a portion of Park Sorrento.

Read Road Bike Path Connector – Olsen Road at Route 23, Thousand Oaks, CA — Project Manager. Kimley-Horn is providing civil design services for the proposed street improvements at Olsen Road near the Route 23 off-ramp. This project consists of replacing two existing gate systems on lift station access road/bike path; modification of a traffic signal and median at Caltrans Route 23 southbound off-ramp at Olsen Road to allow bicycle crossing to the existing bike lanes; bike lane striping modification, signage, and traffic signal modification recommendations on northbound Olsen Road at Route 23 northbound off-ramp for bicycle crossing; and submittal and processing of traffic and street improvements within Route 23 right-of-way with Caltrans for permit.

Agoura Road Bike Lane, Agoura Hills, CA — Project Engineer. Kimley-Horn prepared design documents (PS&E) for the construction of a bicycle lane for approximately two miles of Agoura Road, between Kanan Road and the western City boundary with the City of Westlake Village. The project, which provides Class II bike lanes, is complete. Our services included traffic engineering (signage and striping) and civil design to widen the road, relocate curb and gutter, adjust drainage features, repair damaged areas of the road, and provide a rubberized asphalt overlay. We also retained an arborist to assist with minimization of oak tree impacts in determining the layout and design of the project.

Upper 2nd Street Bridge Design, Los Angeles, CA — Project Engineer. Kimley-Horn prepared a street improvement plan for the intersection of San Vicente Boulevard and 26th Street on the border of Santa Monica and Los Angeles. Project objectives included the construction of a bulb-out as a traffic calming measure, installation of ADA-compliant curb ramps, and median modifications. The plan was prepared in conformance with the City of Santa Monica's Engineering Division standards.

Bicknell Avenue Street Greening Project, Santa Monica, CA — QC/QA Reviewer. The goal of this project was to improve water quality, reduce urban runoff, and improve the aesthetics of Bicknell Avenue. This pilot project utilized a combination of permeable pavements, underground infiltration pits, and landscaped bio-retention areas within the public right-of-way. Bicknell Avenue was chosen for this pilot project because it has a wide right-of-way and travel lanes. As a result, the curb and gutter on both sides of the street were extended to reduce the travel lane width and allow for a depressed bio-retention areas. Kimley-Horn served as the prime consultant for the project and included geotechnical, landscape architect, public outreach, and survey subconsultants.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Professional Credentials

- Bachelor of Landscape Architecture, Texas A&M University
- Associate of Applied Science, Architectural Technology, Del Mar College
- Registered Landscape Architect in California, North Carolina, South Carolina, Oregon, Washington, and Idaho
- LEED® Accredited Professional
- Systematic Development of Informed Consent Training, Institute for Participatory Management and Planning
- Citizen Participation by Objectives Training, Institute for Participatory Management and Planning
- "Streets as Places" Training, Project for Public Spaces, NYC
- American Society of Landscape Architects
- US Green Building Council
- Projects for Public Spaces

Patrick B. Hart, RLA, LEED® AP

Landscape Architecture

Pat Hart has a broad range of experience as an urban planner and landscape architect. Throughout his 14 years of experience with Kimley-Horn, he has been integral in the development of the firm's land planning and landscape architectural group. Because of the firm's foundation in transportation and land development, Pat has been able to apply that knowledge base to creatively affect urban design solutions for projects ranging from public sector streetscape to private sector urban redevelopment projects. His unique skill set includes his ability to balance sustainable design solutions while creating a distinctive sense of place with an understanding of implementation issues such as transportation and public infrastructure.

Relevant Experience

Coolidge Avenue Safe Routes to School, National City, CA — Landscape Architect. Kimley-Horn is providing concept development and final design for the Coolidge Avenue corridor from E. 18th Street to E. 12th Street. This project is intended to create a safe and convenient opportunity for children (and adults) to bicycle and walk to school. The project will deliver pedestrian enhancement, traffic calming, reduce cut-through traffic, vehicle speeds, and collisions, revise the school entrance, circulation and parking, and provide a safer environment for all modes of travel. Kimley-Horn is designing bulb-outs, raised crosswalk, landscape improvements, street lighting, sidewalk, and ADA improvements throughout the corridor.

Preliminary Engineering for the Blue Line LRT Stations (Barrio Logan to San Ysidro), San Diego, CA — Landscape Architect. The San Diego Association of Governments (SANDAG) and Metropolitan Transit System (MTS) have begun the process of rehabilitating the MTS Blue Line corridor in preparation for eventual low floor LRT operations. As part of this overall program, Kimley-Horn is currently performing preliminary engineering services for the implementation of improvements at 12 trolley stations along the MTS Blue Line corridor, from Barrio Logan to San Ysidro, which will achieve an 8" height between top of rail and boarding locations. As part of the preliminary engineering effort, Kimley-Horn is responsible for the civil and urban design for the station reconstruction including the following elements: modifying the platforms from level (0") to 8" above top of rail, sitework for drainage and ADA accessibility, revisions to existing pedestrian connections, landscaping and utilities, urban design to include new station amenities (shelters, benches, pavement treatment, lighting, etc.), track and grade crossing replacement, and communication upgrades.

Van Buren Interchange Aesthetic Improvements, Riverside County, CA — Landscape Architect. The project includes new bridges over freeway and railroad, auxiliary lanes, railroad approvals and agreements, CPUC approvals, retaining systems, landscape, signals, lighting, utility relocation, right-of-way engineering, and aesthetics, constraints due to March Air Force Base perimeter requirements, traffic management, SWDR and Life-Cycle Cost Analysis. This project requires extensive coordination with Riverside County, Caltrans, RCTC, City of Riverside, March Joint Powers Authority, and BNSF.

Sunset Interchange Aesthetic Improvements, Banning, CA — Landscape Architect. Kimley-Horn is preparing the PS&E package for the proposed UPRR railroad grade separation project near I-10/ Sunset Avenue interchange in the City of Banning. The proposed project is located within California Department of Transportation (Caltrans) District 8. The project includes modification to the interchange

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Patrick Hart, RLA, continued

ramps to accommodate the lowered Sunset Avenue, UPRR railroad bridge, modification to the rail profile and shoofly, drainage design, utility coordination and design, and stage construction.

I-5/Genesee Interchange Aesthetic Improvements, San Diego, CA — Landscape Architect. Design elements require extensive coordination with the ongoing Caltrans I-5 North Coast freeway widening project to provide HOV lanes, auxiliary lanes, and additional widening for ultimate footprint. Due to heavy traffic, adverse terrain, environmentally sensitive areas, scenic areas, and other physical constraints, the project requires extensive earthwork, retaining walls, a bikeway facility along the freeway, storm water management (SWDR), SWPPP, traffic management, landscape, structures aesthetics, right-of-way engineering, and utility relocation.

Residential Communities Initiative (RCI), Fort Bragg, NC — Project Manager. Working for Picerne Military Housing, Kimley-Horn is providing planning, design, and construction phase services for a 50-year privatization partnership to build thousands of new homes for families living at Fort Bragg. This project involves the renovation of more than 200 historic homes and more than 1,500 existing homes, plus construction of more than 3,000 new homes. Kimley-Horn is preparing site civil construction drawings; obtaining stormwater and environmental permits; performing land planning for neighborhoods and parks; and providing related civil engineering, transportation, landscape architecture, forensic engineering, and environmental services.

Sprague Lake Recreational Facility, Rocky Mountain National Park, CO — Provided schematic design and presentations to funding agencies. ADA upgrade of existing mountain parking facility/trail head to tie into the newly constructed ADA accessible back country trail and campsite. The trail head facility is to be used by hikers, cyclists, horse riders, and cross-country skiers. Provided design of new scenic overlook and new year-round use comfort stations. Project also included the design of an interpretive board walk and overlook for a beaver dam.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



4. Project Approach

Project Understanding and Approach

Approach

The Kimley-Horn parking consulting team has completed numerous studies for new parking structures. More importantly, our team has also completed designs and administered construction for the opening of many more parking facilities. What's even more important, we bring a team that includes professionals who have actually owned and operated parking structures. We believe no other parking consultant can bring this in depth knowledge of planning, design, construction, and operation of facilities. This breadth of experience allows our team to fully understand what is needed for a successful facility, many years beyond the initial construction. As such, we understand the key components to address early in design in order to set your project up for its best chance for success for many years to come.

We will begin our process with a kick-off meeting so we can listen to you to understand your needs and objectives. While we have lots of experience to draw on, every project has its own unique characteristics. It is important to understand your specific concerns, needs, and goals for this project. The result of this kick-off meeting will be the identification of the project objectives, and an agreement on the overall project schedule and milestones. This will allow us to communicate and document expectations so that we all are on the same page.

Throughout the project, we will hold periodic review meetings with you. These periodic meetings will help us keep you informed, and allow opportunities for you to provide us on-going feedback. These check points will allow us to make changes in direction where needed, and ensure that we remain on target for meeting and exceeding your needs.

Following the kick-off meeting, we will begin the development of conceptual site plans and parking floor plans for the parking structure required for community meetings and entitlements. While we are developing these documents, we will begin coordination with local utilities. This will allow our team to accelerate the project as efficiently as practical.

Once we have completed the first round of community meetings, we will meet with City staff to review the concepts and discuss various challenges and opportunities with the site. After obtaining City input on the options, we will refine the documents and continue to the Schematic Design phase of the project. At this point in the process we will also obtain input from the City on the architectural direction that is desired. This input will allow our team to begin development of the architectural concepts in concert with a complete Schematic Design Report.

Once we have confirmed the direction for design, we will begin the Design Development phase where the design is further refined. The Design Development package would then be communicated as part of a community meeting. Feedback will once again be collected, discussed with the Agency, and incorporated into our final design as required.

The final phase of the design process is the Construction Document phase. During this phase, the team will develop construction plans and technical specifications that the Agency can easily transmit to contractors for bid. Upon receipt of bid results, we will work with the Agency to review bids and aid in the assessment and ranking of each.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Upon selection of a contractor for the project, we will begin our Construction Phase Services for the structure. We will work closely with the Agency and the selected contractor to review submittals, respond to contractor questions, review pay applications, participate in site observations, attend monthly progress meetings, etc. We pride ourselves in the responsiveness that we are able to provide owners and contractors during the construction and implementation of the parking structure design.

After completion of construction, we will perform a punch-list site walk of the project and develop a list of items the contractor must address prior to final completion. We will also walk the site with the Agency to ensure they understand the nuances of the facility they are about to inherit.

It is our goal to provide the Agency with a smooth transition from the early stages of planning and schematic design of the proposed parking structure, through Construction Documents, and finally, construction and turnover of the new facility.

Based on the above and the RFP dated June 28, 2011, the elements outlined below are the basis for this scope and fee. The following elements are to be included in this project.

1. Design of a 3.5-level parking structure on the northwest corner of Washington Boulevard at Centinela Avenue in Culver City, California. The two-bay parking deck will provide for approximately 245 parking spaces. The parking deck will satisfy the code requirement for the adjacent Market Hall, as well as public parking.
2. The parking structure is anticipated to be cast-in-place, post-tensioned concrete construction.
3. Coordination with Southern California Edison and other utility companies, as well as the market hall developer, to underground existing aerial electrical, telephone, and cable television lines.
4. Prepare documents and exhibits for entitlement of the site, requiring General Plan Amendment and zone change.
5. Reconfiguration of the Colonial Avenue alley such that it terminates onto Centinela Avenue. An irrevocable easement will be required to be recorded for both the market hall and parking structure parcel maps.
6. Community meetings and presentations to City Council, Redevelopment Agency Board, and Planning Commission.

In addition, the following items are understood.

1. The proposed parking deck is to be designed aesthetically compatible to the surrounding buildings. The exterior components of the deck will be designed in accordance with Agency guidelines and input.
2. It is anticipated that two stair towers and two elevators will be required.
3. Location of revenue control equipment for the parking deck will be coordinated with Agency officials. It is anticipated that new equipment will primarily consist of gates, ticket spitters, loop detectors, parking control booth (if desired by Agency), pay-on-foot stations, and fee computers. The exact location of the booth and the type of equipment at each entrance is yet to be determined.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



4. A parking guidance system, with a space-by-space detection system and corresponding signage, will be coordinated with the existing Citywide system and incorporated into the design and construction of this project.
5. Domestic water will be supplied to stair locations within the new structure of the deck for cleaning purposes.
6. Storm drainage systems will be provided for the deck.
7. Fire protection design services will include a manual dry standpipe system and an automated sprinkler system, with hose connections on each level of the parking deck. (It is anticipated that the deck will not be designed as an open parking garage, thus an automated sprinkler system will likely be required).
8. It is anticipated all levels of the deck will not meet the open parking requirements and will likely require mechanical ventilation and a sprinkler system.
9. Electrical design services will consist of a new secondary service. The new electrical distribution will feed new elevators, lighting, and power for parking deck. A new fire alarm system design will also be provided.
10. Design of data/communication for safety equipment is not included as part of the scope of services. However, if required, this design will be completed as an additional service.
11. Emergency and/or stand-by generator design is not included as part of the scope of services. However, if required, this design will be completed as an additional service.
12. It is understood that this project will be constructed by a traditional design-bid-build contract process with one set of construction documents and one bid process. As such, the bid phase and construction phase scope as stated in the scope of services is consistent with this intent. If the project is to be constructed through a construction manager at risk, multiple prime bids, or some other method, Kimley-Horn will provide a revised scope and associated fees to the Owner consistent with that process.

Scope of Services

Kimley-Horn will provide the services specifically set forth below.

Task 1 – Program Planning and Entitlements

As part of the Program Planning Phase, Kimley-Horn will perform the following:

- 1.1 Meet with the Agency to review and understand the project aspects, adjacent project requirements that might impact this parking structure, and to identify key issues and objectives.
- 1.2 Develop preliminary concept designs for use in entitlement process and for soliciting confirmation of overall project program.
- 1.3 Prepare preliminary design documents and exhibits necessary for submission for entitlement, which will require a General Plan Amendment and zone change for development.
- 1.4 Submit for entitlements, meet with Agency upon review, and respond to up to two cycles of review comments in an effort to obtain entitlement approvals.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



- 1.5 Prepare an irrevocable easement for both the market hall and parking structure parcel maps to reconfigure Colonial Avenue alley such that it terminates onto Centinela Avenue for ingress and egress of the alley.
- 1.6 Coordinate with the surveyor to develop parcel map to depict the subdivision of properties for the project based on information provided by the Agency and surveyor.
- 1.7 Meet with and participate in up to two City staff presentations, in addition to attending and participating in up to four community meetings with the City Council, the Redevelopment Agency Board, and the Planning Commission. It is anticipated that the four community meetings will occur as follows at the direction of the Agency:
 - a. Meeting #1 – During of SD phase
 - b. Meeting #2 – After completion of SD phase
 - c. Meeting #3 – After completion of DD phase
 - d. Meeting #4 – During CD phase, at least one month prior to completion of CDs

Task 2 – Schematic Design (SD)

Based on an approved Program Planning Phase and approval of the scope to be advanced, the following are the SD tasks:

- 2.1 Attend initial kickoff meeting at Agency office to discuss design issues and concepts, and to confirm direction for design team to begin schematic design.
- 2.2 Participate in review meetings with Agency every four weeks. It is anticipated that this will encompass two meetings, as the SD phase is scheduled for approximately two months.
- 2.3 Conduct one meeting with City Building Inspections Review staff to determine relevant issues that must be addressed during design and construction.
- 2.4 Develop preliminary elevation concepts and site design concepts for review by Agency.
- 2.5 Develop schematic design plans incorporating comments from Agency. It is anticipated the SD plans will include:
 - ◆ Schematic site plan
 - ◆ Schematic utility plan
 - ◆ Schematic landscape plan for perimeter of deck along the two streets
 - ◆ Schematic floor plans for each level
 - ◆ Schematic architectural elevations and concepts
 - ◆ Schematic structural plans, including foundations
- 2.6 Revise and incorporate comments from City Building Review staff.
- 2.7 Confirm code compliance of design based on the 2010 California Building Code.
- 2.8 Perform a geotechnical analysis of the site to develop appropriate structure design constraints, for use in subsequent phases of structural design.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



- 2.9 Develop schematic design opinion of probable construction costs.
- 2.10 Finalize schematic design drawings.
- 2.11 Provide rendered site sections, and site plan of parking structure for public outreach meeting. Participate in public outreach meeting. (This meeting is included as part of the stakeholder outreach meetings described in Task 1 above.)

Task 3 – Design Development (DD)

Based on an approved SD set of plans and approval of the scope to be advanced, the following are the DD tasks:

Landscape Architecture

- 3.1 Prepare DD level site layout and grading concept plans.
- 3.2 Prepare DD level landscape, irrigation, hardscape, and site lighting concept plans.
- 3.3 Prepare a written narrative for site layout, grading, landscape, hardscape, and site lighting portions for inclusion in the overall DD submittal.
- 3.4 Site layout concept will illustrate layout, configuration, and critical dimensions for all site improvements including hardscape areas, driveways, paths, and structures.
- 3.5 Grading plan concept will show general intent for slopes, surface drainage patterns, finish floor elevations, accessible routes, BMP locations, slope transition areas, and limits of work.
- 3.6 Landscape concepts to show landscaping in concept form only. Plant palette selection will be limited to categories only (i.e., shade tree, ornamental tree, shrubs, groundcover, seasonal color, turf grass).
- 3.7 Irrigation Concepts, if needed, will show irrigation coverage areas and points of connections/service only. Types of irrigation coverage, if irrigation is used, will be indicated (i.e., drip vs. spray).
- 3.8 Hardscape concepts will show layout only with references to proposed material selection.
- 3.9 Site lighting will be a conceptual layout of the various types of lighting (i.e., area vs. pedestrian) and points of connections for coordination with project electrical engineer.



Site Civil

- 3.10 Prepare DD level utility, grading, and drainage concept plans, with the understanding that existing aerial electrical, telephone, and cable television lines are to be relocated below grade. Preliminary coordination with Southern California Edison and other utility companies will begin during this phase.
- 3.11 Concept plans will identify potential conflicts or proposed relocation of existing utilities where conflicts are identified (i.e., steam lines, overhead power).

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



- 3.12 Prepare a written narrative for site civil portions for inclusion in the overall DD submittal.
- 3.13 Provide preliminary list of permits and approvals required for site civil improvements and site related construction activities and anticipated schedule for acquiring permits and approvals. Applicable site permitting application processes will begin as part of DD phase.

Parking Deck

- 3.14 Develop parking/functional plans of each level with dimensions (striping, signage, etc.).
- 3.15 Develop parking deck longitudinal sections.
- 3.16 Develop scaled plans of each level with dimensions and typical wall section keys.
- 3.17 Develop typical wall sections at various conditions, including stairs and elevator towers with dimensions and notes.
- 3.18 Develop preliminary detailed stair and elevator plans and sections.
- 3.19 Develop preliminary technical specifications for project manual to be included in overall DD phase.
- 3.20 Develop preliminary finish schedule, door and frame schedule, and window schedule.
- 3.21 Develop preliminary foundation plans and details.
- 3.22 Develop preliminary architectural plans and details.
- 3.23 Develop preliminary structural plans and details.
- 3.24 Develop preliminary mechanical/electrical/plumbing plans and details.
- 3.25 Develop preliminary revenue control and parking guidance system plans and details.
- 3.26 Develop preliminary fire protection plans and details.
- 3.27 Revise and update preliminary construction cost estimate for DD phase.
- 3.28 Participate in review meetings with Agency every four weeks. It is anticipated that this will encompass three meetings, as the DD phase is scheduled for approximately three months.
- 3.29 Provide rendered site sections and site plan of design for presentation to Agency and City review.
- 3.30 Finalize design development drawings and report, based on one round of review from Agency and City.



Task 4 – Construction Documents (CD)

Based on an approved DD set of plans and approval of the scope to be advanced, the following are the CD tasks:

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Landscape Architecture

- 4.1 Prepare CD level site layout, landscape, irrigation (if required), hardscape, and site lighting concept plans
- 4.2 Prepare CD level hardscape, site construction, and planting details.
- 4.3 Prepare CD level plant palette and site furnishings/materials presentation boards.
- 4.4 Provide final technical specifications, in Masterspec format, for landscape sections for inclusion into the project manual.

Site Civil

- 4.5 Prepare CD level grading, utility and drainage plans as well as erosion control preliminary concepts, with the understanding that existing aerial electrical, telephone, and cable television lines are to be relocated below grade.
- 4.6 Prepare site civil details.
- 4.7 Update list of permits and approvals required for site civil improvements and site related construction activities and likely schedule for acquiring permits and approvals.
- 4.8 Provide final technical specifications, in Masterspec format, for site civil sections for inclusion into the project manual.
- 4.9 Prepare final drainage, erosion control, and utility calculations.
- 4.10 Update final list of permits and approvals. Coordinate CD as they relate to site civil engineering agency approvals.
- 4.11 Submit to Public Works for grading and erosion control permit.

Parking Deck

- 4.12 Provide final traffic, pavement markings, signage, etc. plans and details.
- 4.13 Provide scaled parking deck plans of each level with dimensions, blow-up reference keys, and section references.
- 4.14 Provide elevations of parking structure with dimensions and section keys.
- 4.15 Provide required wall sections with dimensions and notes.
- 4.16 Provide plan details with dimension and notes.
- 4.17 Provide finish schedules.
- 4.18 Provide enlarged stair and elevator plans, sections, and details.
- 4.19 Provide roofing details.
- 4.20 Provide final foundation plans and details.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



- 4.21 Provide final architectural plans and details.
- 4.22 Provide final structural plans and details.
- 4.23 Provide final mechanical/electrical/plumbing plans and details.
- 4.24 Provide final revenue control and parking guidance system plans and details.
- 4.25 Provide final fire protection plans and details.
- 4.26 Provide technical specifications for architectural, site/civil, structural, mechanical, electrical, plumbing, and fire protection sections for inclusion into the project manual.
- 4.27 Review and update preliminary construction cost estimate based on construction document designs.
- 4.28 Make suggestions to Agency in evaluation of value engineering alternatives as required to meet Agency's budget.
- 4.29 Prepare finishes presentation board.
- 4.30 Participate in review meetings with Agency every four weeks. It is anticipated that this will encompass four meetings, as the CD phase is scheduled for approximately four months.
- 4.31 Attend up to two City Building Inspections Review meetings.

Task 5 – Bid Phase

Based on an approved CD set of plans and approval of the scope to be advanced, the following are the Bid Phase tasks:

- 5.1 Owner will advertise the project letting.
- 5.2 The design team will provide contract documents electronically to designated printers. Contractors will contact printers directly to purchase copies of the contract documents.
- 5.3 Respond to requests for information (RFI) and contractor/subcontractor questions.
- 5.4 Make necessary corrections to original drawings through bulletin drawings for inclusion into addenda. Issue addenda as required.
- 5.5 Attend one pre-bid meeting and one bid opening.
- 5.6 Evaluate bids and provide certified bid tabulation of bids received.
- 5.7 Assist Agency with identifying value engineering items to reduce construction cost if necessary.

Task 6 – Construction Phase

Based on an approved contractor bid and approval of the scope to be advanced, the following are the

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Construction Phase tasks:

- 6.1 Review shop drawings and submittals and return to Agency and/or contractor as appropriate. The sole purpose of the Consultants review will be to evaluate general conformance to contract documents. Kimley-Horn will provide timely review in accordance with the Schedule of Submittals prepared by the contractor and accepted by the consultant. Our assumptions include:
 - ◆ Up to 20 site civil related submittals
 - ◆ Up to 12 landscape related submittals
 - ◆ Up to 50 parking deck related submittals
- 6.2 Provide up to 50 bulletin drawing originals for revisions to drawings to correct minor discrepancies in plans.
- 6.3 Respond to no more than 100 contractor's RFI in a timely manner for appropriately prepared and submitted RFIs.
- 6.4 Conduct periodic site visits (generally up to one site visit every two weeks) to review general progress of construction, based on a nine-month construction period. The consultant shall have no responsibility for any contractor's means, methods, techniques, equipment choice and usage, sequence, schedule, safety programs, or safety practices, nor shall consultant have any authority or responsibility for any contractor's failure to perform its work in accordance with the contract documents. Prepare and submit an observation report after each site visit.
- 6.5 Attend up to 15 meetings, including pre-installation and monthly construction meetings.
- 6.6 Review up to nine pay applications related to construction of the project, if needed. Such review will be limited to whether, to the best of Consultant's knowledge, information and belief, contractor's work has progressed to the point indicated. By recommending any payment, consultant shall not thereby be deemed to have represented that its observations to check contractor's work have been exhaustive, extended to every aspect of contractor's work in progress, or involved detailed inspections of the work beyond the responsibilities specifically assigned to consultant in this agreement.
- 6.7 Review and provide comments to Agency for up to 10 change orders.
- 6.8 Conduct up to two trips to the site (initial and final) to review punch list items with the Agency and/or contractor.
- 6.9 Conduct one trip for final walkthrough with contractor and Agency.

Task 7 – Close-Out of Project

- 7.1 Provide Engineering Certifications, where required by Agencies, as part of the project close out.

Proposal for **Public**
Parking Structure
Northwest Corner of
Washington Boulevard at Centinela Avenue



- 7.2 Provide Record Drawings based on information provided by the contractor of significant changes documented during construction, and incorporated into the construction documents. Provide one set of reproducible Record Drawings, and one set of electronic files on a CD-ROM.

**This Scope of Services is prepared for proposal purposes at the time, based on our understanding of the project. Upon selection, a detailed scope of work will be developed in conjunction with discussions with City staff.*

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates. Additional services we can provide include, but are not limited to, the following:

1. Additional environmental impacts and documentation services beyond those already completed for the site.
2. Traffic analyses to study the impact of the market hall and parking structure on the roadway network. Additional professional renderings beyond those described in the project scope.
3. Additional trips (meetings or site visits) beyond those identified in the proposal shall be charged at an hourly rate plus travel expenses. The Agency shall issue prior approval of additional trips.
4. Revisions to drawings due to changes requested by the Agency after issue for bid constitute a change in scope and increase in fee. Kimley-Horn will receive prior authorization and approval to make the changes prior to commencement of services. These changes will be completed on an hourly basis plus expenses or a lump sum agreement as approved prior to the services being provided.
5. Stormwater analysis beyond the project limits. It is assumed that all stormwater revisions due to the construction of the parking deck can be tied into the existing stormwater system with no modifications beyond the project site.
6. Basic services scope does not include Special Inspections as described in the California Building Code. Kimley-Horn can provide a scope and fee for these services (both as a Special Inspector, and as the EOR) if requested and if required.
7. The basic scope does not include demolition plans for any structures to be demolished on the existing site.
8. Costs for providing meeting rooms for stakeholder meetings, public outreach meetings, meeting coordination, or project team meetings.

Information Provided By Client

We shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. The Client shall provide all information requested by Kimley-Horn during the project, including but not limited to the following:

1. Signed and sealed comprehensive topographic and utility survey of site depicting existing buildings, utilities, and topography.
2. Previously completed soil boring studies.
3. Previously completed environmental investigation reports.
4. Prompt review of submittal documents to facilitate the continuous flow of the project through design and construction.
5. Materials testing services during construction phase.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



5. Proposed Fees

Fee and Expenses

Kimley-Horn will perform the services in Tasks 1-7 for the total lump sum labor fee below. Individual task amounts are informational only. In addition to the lump sum labor fee, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.15 times cost. All permitting, application, and similar project fees will be paid directly by the Client.

Task 1	Program Planning and Entitlements	\$ 60,000
Task 2	Schematic Design	\$ 85,000
Task 3	Design Development	\$140,000
Task 4	Construction Documents	\$210,000
Task 5	Bid Phase	\$ 25,000
Task 6	Construction Phase	\$160,000
Task 7	Project Closeout	\$ 30,000
Sub-Total Basic Services		\$710,000
Total Estimated Reimbursable Expenses		\$ 25,000
Total Fee		\$735,000

Note: Given the condensed timeframe to respond to this RFP, the above fee breakdown was utilized, as it aligns with the scope of services that is provided in this document. Kimley-Horn acknowledges that this breakdown does not align exactly with that listed in the RFP and should the Agency wish see the above in that format, we can do so at a later date. The total fee listed above does include all the items documented and requested of the consultant team in the RFP.

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Reimbursable expenses will be invoiced based upon expenses incurred. Payment will be due within 25 days of your receipt of the invoice.

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



6. Proposed Timeline

Schedule

We will provide our services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule. The following schedule is proposed by Kimley-Horn and is to be confirmed and coordinated with the Agency.

Notice to Proceed	3/1/2012
Program Planning	3/1/2012 – 5/1/2012
Schematic Design	5/1/2012 – 7/1/2012
<i>Agency Review</i>	<i>7/1/2012 – 8/1/2012</i>
Design Development	8/1/2012 – 11/1/2012
<i>Agency Review</i>	<i>11/1/2012 – 12/1/2012</i>
Construction Documents	12/1/2012 – 3/1/2013
Permitting	3/1/2013 – 4/1/2013
Bid Phase	4/1/2013 – 5/1/2013
Begin Construction	5/15/2013
Substantial Completion of Construction	2/15/2014

Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



B. Experience and References

1. Similar Projects

Transit Village Parking Garage (BART)

Richmond, California



Kimley-Horn was retained by the Richmond Community Redevelopment Agency (RCRA) to provide project management and final design services for a 750-space parking facility at the Richmond Intermodal BART Station. A critical element of the Richmond Transit Village, the parking garage will increase total parking supply at the BART station by approximately 170 spaces and consolidate all BART parking in one location. The project will effectively clear the east side of the BART station site, previously occupied by surface parking, for development of more than 100 additional units of housing and access/circulation provisions for BART patrons. The garage will be owned, operated, and maintained by BART.

This six-level, cast-in-place concrete parking facility is located adjacent to the renovated transit center and includes ground-level commercial space fronting MacDonald Avenue. The facility was sited to minimize impacts to transit operations, traffic patterns, and bus routes. Internal express ramps and one-way drive aisles maximized parking within the limited footprint, while providing efficient wayfinding for patrons. In addition, the structural shear walls along the perimeter of the garage are being used by local artists to showcase their work.



Under Construction

The parking garage will be completely above grade with retaining walls on the interior supporting the floor to floor vehicular ramps. The ground level will be concrete slab-on-grade. The parking garage incorporates cast-in-place, post-tensioned concrete elements. The foundation system is spread footing anchored by driven piles.



Kimley-Horn Services:

Overall project management, civil engineering, landscape architecture, parking functional design, structural design, environmental services, traffic engineering, construction administration services, and coordination with BART and review agencies

Project Size:

6 levels
 750 spaces

Current Status:

Estimated completion date of June 2012

Project Management Element

Key project management functions included compliance with the BART Facilities Standards (BFS) that prescribe style, format, and construction details, frequent coordination meetings with BART, Agency, and City staff to refine design and project prosecution matters, preparation and maintenance of critical path schedules, budgets, and design progress reports, and design integration of civil, architectural, structural, mechanical, electrical, plumbing, and communications elements.

Traffic Engineering Element

The consolidation of parking and respective access at one location at the BART station required detailed traffic engineering analysis of local driveway intersections on Macdonald Avenue as well as the internal structure driveway intersections with bus and auto access roadways. Synchro was used to evaluate traffic signal timing and operations under typical weekday peak hour conditions.

Parking Element

The design incorporates provisions for ground-level retail/commercial space within the garage along the Macdonald Avenue frontage. The parking garage is aesthetically compatible to its surroundings. The final façade treatments will allow the parking structure to be classified as an open parking structure, thereby not requiring mechanical ventilation. Automatic fire suppression is incorporated as a local City ordinance requirement.

Proposal for **Public Parking Structure**
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Berryessa Station Parking Structure

San Jose, California



Kimley-Horn is providing parking planning and structural design engineering services for the development of programmatic design criteria documents for the phased Berryessa Station Campus. The bridging documents will be used for bidding and selection of the design-build team. They will become the basis for their opening day design.

The Berryessa Station Campus includes the extension of the BART System into San Jose and Santa Clara County. The campus also includes a bus transit center station and a BART police facility

as well as supporting kiss-and-ride and bicycle/pedestrian circulation areas. Kimley-Horn provided traffic engineering and civil site design services to support opening day campus needs and provide infrastructure flexibility to satisfy projected 2030 parking and traffic demands.

Phased parking program and design criteria have been developed to include:

- ◆ Program of special requirements to satisfy opening day conditions
- ◆ Program of future special requirements to satisfy full build-out conditions
- ◆ Site criteria
- ◆ Functional design parking criteria
- ◆ Structural design criteria
- ◆ Vehicular entering and exiting criteria
- ◆ Vehicular circulation criteria
- ◆ Pedestrian requirements
- ◆ Wayfinding signage and graphics criteria
- ◆ Parking access control and revenue collection criteria
- ◆ Architectural design criteria
- ◆ Stairway and elevator features
- ◆ Active and passive security features
- ◆ Landscaping criteria
- ◆ Drainage criteria
- ◆ Mechanical and plumbing criteria
- ◆ Lighting and electrical design criteria

Kimley-Horn Services:

Site civil, traffic, and structural engineering; landscape architecture; land planning; signalization; rezoning; off-site roadway and utilities; parking planning and design; 3-D modeling; project phasing; and construction administration

Project Size:

2,040 spaces (1,490-space parking deck and 550-space surface lot)

Current Status:

*Parking Structure Design Criteria completed October 2011
 October 2016 (Opening Day Parking Structure)*



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Milpitas Station Parking Structure
 Milpitas, California



Kimley-Horn is providing parking planning and structural design engineering services for the development of programmatic design criteria documents for the phased Milpitas Station Campus. The bridging documents will be used for bidding and selection of the design-build team; the bridging documents will become the basis for their opening day design.

The Milpitas Station Campus includes an adjacent and existing VTA light-rail station (Montague), and the proposed extension of the BART System into Santa Clara County (Milpitas Station). The campus will include a bus transit center station and supporting kiss-and-ride and bicycle/pedestrian circulation.

Kimley-Horn provided traffic engineering and civil site design services to support opening day campus needs and provide infrastructure flexibility to satisfy projected 2030 parking and traffic demands.

Phased parking program and design criteria have been developed to include:

- ◆ Program of special requirements to satisfy opening day conditions
- ◆ Program of future special requirements to satisfy full build-out conditions
- ◆ Site criteria
- ◆ Functional design parking criteria
- ◆ Structural design criteria
- ◆ Vehicular entering and exiting criteria
- ◆ Vehicular circulation criteria
- ◆ Pedestrian requirements
- ◆ Wayfinding signage and graphics criteria
- ◆ Parking access control and revenue collection criteria
- ◆ Architectural design criteria
- ◆ Stairway and elevator features
- ◆ Active and passive security features
- ◆ Landscaping criteria
- ◆ Drainage criteria
- ◆ Mechanical and plumbing criteria
- ◆ Lighting and electrical design criteria

Kimley-Horn Services:

Site civil, traffic, and structural engineering; landscape architecture; land planning; signalization; rezoning; off-site roadway and utilities; parking planning and design; 3-D modeling; project phasing; and construction administration

Project Size:

*1,050 spaces
 (650-space parking deck and
 400-space surface lot)*

Current Status:

*Parking Structure Design
 Criteria completed October
 2011
 October 2016 (Opening Day
 Parking Structure)*



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Center City Parking Deck

Columbia, South Carolina



Over the past several years, downtown Columbia has been experiencing many changes, including the beginning of a resurgence of retail activity along Main Street. In order to compete for the needed office and residential uses downtown to compliment the growing retail uses, parking became a needed infrastructure resource. Sources indicated that the lack of parking was hindering new businesses from locating downtown. Kimley-Horn, working with LS3P architects, was chosen to evaluate alternative sites for a new parking structure in the downtown district. Five sites were

evaluated, with various development alternatives for each site. The development of a new parking structure on an existing surface parking lot, one block off of Main Street was selected as the preferred location and alternative.

Kimley-Horn, working with LS3P architecture, developed designs and construction documents for the construction of a six-level level, precast parking structure to accommodate 550



parking spaces. The parking structure incorporates intricate masonry and precast facades with openings to blend with the historic nature of the buildings in the neighborhood, while meshing with larger scale buildings nearby. Street level retail spaces are integrated into the ground floor plan. Streetscape improvements are included both along the street, as well as completing a pedestrian corridor mid-block to enhance the pedestrian access to/from Main Street.

Kimley-Horn Services:

Parking functional, structural design, traffic engineering, and landscape architecture

Project Size:

*550 parking stalls
 6 levels (ground + 5 elevated)*

Current Status:

Under construction, estimated completion date = Mid-year 2012



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Saint John Street Parking Garage (Renaissance Park)
 Spartanburg, South Carolina



As part of the Renaissance Park area in Spartanburg, the Saint John Street Garage serves the new University of South Carolina Upstate business school, as well as student housing and local mixed-use retail. This parking structure is a key piece of the re-development of underutilized land in the heart of downtown Spartanburg, SC.

The four-level precast concrete parking garage is architecturally compatible with the downtown Renaissance Park area. A unique combination of masonry and precast components were combined in an intricate manner, but created in such a way that resulted in a very efficient

construction process. The result was an overall project design that was completed for less than \$10,000 per parking space. While the project did not pursue LEED certification, many sustainable elements were incorporated into the design. The use of latest generation LED lights reduces lifetime utility costs and maintenance.

Kimley-Horn served as the prime consultant for functional layout design, structural design, civil design, landscape design, and construction phase services. The project required extensive coordination with three adjacent projects on the parcel and was completed on time and under budget.

Kimley-Horn Services:

*Site civil, landscape
 architecture, structural, and
 parking services*

Project Size:

*700 spaces
 4 levels*

Current Status:

Completed 2010



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Downtown Underground Parking Facility

Raleigh, NC

Downtown Raleigh has experienced a significant resurgence in business and retail activity. At the heart of this resurgence was the investment by local public agencies to develop a new convention center. In order to support the new convention center, Kimley-Horn worked with the City to study and understand the traffic and parking needs for this new facility. After careful study of several alternative options, it was decided to develop an underground parking facility directly adjacent to the convention center and under a planned private hotel.



Kimley-Horn provided planning, design, and construction phase services for this 960-space underground parking deck below the Marriott hotel.

The deck, which is located under the new 17-story hotel, consists of three parking levels below grade as well as a below grade pedestrian connection to the adjacent convention center. Furthermore, service access is provided to the hotel in a below grade truck/service bay, beneath the lowest level of parking.

Kimley-Horn was responsible for overall design and coordination with the designers of the convention center and hotel. Services provided by Kimley-Horn included a parking feasibility analysis, structural design, parking consulting, traffic operations, civil engineering, landscape architecture, and overall project coordination.

Kimley-Horn Services:

Planning, design, and construction administration, including traffic engineering, civil and landscape architecture, parking planning and functional design, structural design, and overall project management of numerous other disciplines

Project Size:

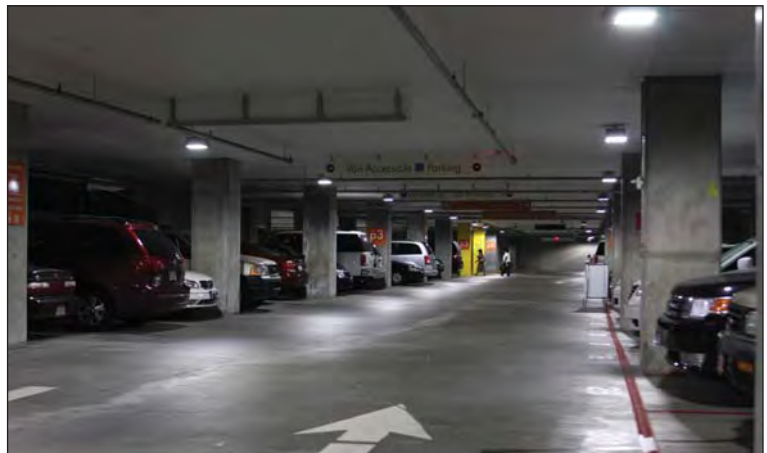
960 spaces
 3 underground levels

Current Status:

Completed 2008

....thanks for all your hard work. As I told you recently, we are very appreciative of your team's hard work getting the project designed. We all feel...that your team's performance on this project has really justified the confidence we placed in your firm. The competition worked hard at selection time to convince us they were the best teams, but we felt your team was head and shoulders above the crowd, and you have proved it true! Well done! Many thanks!

Wayne Baker
 City of Raleigh, NC



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Franklin Street Parking Deck

Fayetteville, North Carolina

Kimley-Horn was selected to design Fayetteville's first City-owned parking deck located in downtown Fayetteville. The deck consists of a 300-space, post-tensioned cast-in-place concrete structure that will accommodate the potential for future street level retail along Franklin and Donaldson Streets.

In addition to serving as the prime consultant for this project, Kimley-Horn provided civil and structural engineering, parking consulting, and landscape architecture services.

The parking deck was designed to incorporate detailed masonry facades that allow the building to fit in with the historic neighborhood buildings. In addition, the design incorporated several sustainable features, including LED lighting, electric vehicle charge stations, sunshade louvers, and use of waste-by-product within the concrete. To enhance user-friendliness, pay-on-foot, pay-in-lane revenue control stations were incorporated near the two access points of the structure. In spite of all of the "added value" items included in the design, the construction bids came in under budget.

Kimley-Horn Services:

Overall project management,
 traffic engineering, civil and
 structural engineering, parking
 consulting, and landscape
 architecture

Project Size:

300 spaces
 5 levels

Current Status:

Under construction, estimated
 completion date = February
 2012



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



Wake Tech Health Science Deck
 Raleigh, North Carolina



To accommodate Wake Tech's increased enrollment, the Northern Wake Campus expansion will include the construction of a classroom building and 450-space parking deck, including associated roads, roadway bridge, site work, landscaping, and a pedestrian bridge over the Neuse River Buffer. A new regional energy plant will be constructed to serve the classroom building as well as future expansion. As a subconsultant to Pearce Brinkley Cease + Lee Architects, Kimley-Horn is responsible for the design of the parking deck, vehicular bridge, pedestrian bridge, and the regional energy plant integrated into the parking deck.

LEED® Silver certification will be pursued for this project.



Kimley-Horn Services:

*Functional parking design,
 traffic engineering, structural
 design, site civil engineering,
 landscape architecture, and
 site-related LEED® components*

Project Size:

450-space parking deck

Current Status:

Completed 2011



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



North Carolina State University, West Lot Parking Deck

Raleigh, North Carolina

Kimley-Horn is providing parking, structural engineering, traffic engineering, civil engineering, and landscape architecture services for this 850-space parking deck. Challenges include accommodating future connections for an office building and bridge from another proposed parking structure, which will carry pedestrian and vehicular traffic. Additionally, the foundations of the parking structure were designed to allow for future excavation to accommodate the lower site and roadway grades proposed in the master plan.

Ultimately, the master plan will resolve relationships between parking, administrative building functions, and pedestrian movement—all in the context of gathering spaces and placemaking opportunities.

Kimley-Horn was selected to design Phase I of the master plan. Phase I includes an 850-space parking structure and a 16,000-square-foot office building to serve the Transportation and Zone shops' needs.



Kimley-Horn Services:

Site planning, programming, and transportation planning; overall project management, traffic engineering, civil and landscape architecture, parking and structural design

Project Size:

850-space parking structure

Current Status:

Completed August 2011



Proposal for **Public**
Parking Structure
 Northwest Corner of
 Washington Boulevard at Centinela Avenue



2. Project References

Berryessa and Milpitas Parking Structures

Carolyn Gonot
 Chief SVRT Program Director
 Santa Clara Valley Transportation Authority (SCVTA), CA
 408.952.4289
 or
 Hassan Basma
 Santa Clara Valley Transportation Authority (SCVTA), CA
 408.942.6166

"We believe the project's completion represents the culmination of an excellent design and construction team collaboration on a very complex project, combining a publicly built underground deck structurally supporting a privately developed hotel in conjunction with the public development of a partially underground adjacent convention center. All facilities being interconnected for back of house hotel service, parking deck operations, truck loading functions for the hotel, and with convention center and hotel patron accessibility throughout."

*E. Wayne Baker, Jr., RLA
 City Construction Projects
 Administrator*

Center City Parking Deck

Mr. John Spade
 Parking Services Director
 City of Columbia, SC
 803.545.3070

Downtown Underground Parking Facility

Mr. Bob Panella
 Project Manager
 City of Raleigh, NC
 919.807.5579

Franklin Street Parking Deck

Mr. R.W. (Rusty) Thompson
 City Traffic Engineer
 City of Fayetteville, NC
 910.433.1153

Proposal for Public

Parking Structure

Northwest Corner of

Washington Boulevard at Centinela Avenue

Experience Matrix

Kimley-Horn Experience

Project	Location	Spaces	Site Feasibility	Functional Plans	Civil	Structural	Traffic	Construction	Administration	Sustainable Design	Revenue Control/Security Systems
Design and Construction Phase Services											
Port of San Diego	San Diego, CA	4,000	•	•	•	•	•	•	•	•	•
Silicon Valley Rapid Transit, Milpitas Station	San Jose, CA	3,000	•	•	•	•	•	•	•	•	•
Silicon Valley Rapid Transit, Berryessa Station	San Jose, CA	2,500	•	•	•	•	•	•	•	•	•
Private Developer (Confidential Site)	Sacramento, CA	2,500	•	•	•	•	•	•	•	•	•
BART Station Parking Deck	Richmond, CA	800	•	•	•	•	•	•	•	•	•
Confidential Downtown Parking Deck Feasibility Study and Street Level Mixed-Use Development	Beverly Hills, CA	800	•	•	•	•	•	•	•	•	•
Target Parking Deck	Deerfield Beach, FL	500	•	•	•	•	•	•	•	•	•
Target Parking Deck	Plantation, FL	500	•	•	•	•	•	•	•	•	•
Private Developer (Confidential Site)	Orlando, FL	3 decks (12,000; 4,000; & 2,500)	•	•	•	•	•	•	•	•	•
Ft. Lauderdale-Hollywood International Airport	Broward County, FL	17,639	•	•	•	•	•	•	•	•	•
Tierra del Sol	Orlando, FL	1,380	•	•	•	•	•	•	•	•	•
Parking Deck #1	Orlando, FL	650	•	•	•	•	•	•	•	•	•
parc24 Parking Garage	Vero Beach, FL	305	•	•	•	•	•	•	•	•	•
Robbie Robinson Garage	Savannah, GA	520	•	•	•	•	•	•	•	•	•
Boise State University Parking Garage #2	Boise, ID	800	•	•	•	•	•	•	•	•	•
Boise State University Parking Garage #1	Boise, ID	600	•	•	•	•	•	•	•	•	•
Tinley Park Plaza Garage	Tinley Park, IL	800	•	•	•	•	•	•	•	•	•
Blue Chip Casino Parking Deck	Michigan City, IN	2,000	•	•	•	•	•	•	•	•	•
Minneapolis-St. Paul International Airport, Orange Ramp	Minneapolis, MN	5,700	•	•	•	•	•	•	•	•	•
Minneapolis-St. Paul International Airport, Purple Ramp Expansion	Minneapolis, MN	1,200	•	•	•	•	•	•	•	•	•
North Central Business District Parking Deck	Anoka, MN	270	•	•	•	•	•	•	•	•	•

City of Culver City Public Parking Structure

43 | TP770071.11



Kimley-Horn
and Associates, Inc.

Proposal for Public Parking Structure

Northwest Corner of
Washington Boulevard at Centinela Avenue



Kimley-Horn Experience

Project	Location	Spaces	Site Feasibility	Functional Plans	Civil	Structural	Traffic	Construction	Administration	Sustainable Design	Revenue Control/Security Systems
Mississippi Baptist Medical Center Parking Deck	Jackson, MS	500									
NC State University, Coliseum Deck Expansion	Raleigh, NC	1,100-space addition; 2,200 total									
NC Research Campus	Kannapolis, NC	10,000									
RBC Center	Raleigh, NC	3,000 (surface)									
The Edison Mixed-Use Development & Parking Deck	Raleigh, NC	3,000									
Convention Center Parking Deck & Progress Energy Deck Expansion	Raleigh, NC	1,900									
Underground Parking Deck (Phases 1 & 2)	Raleigh, NC	1,600									
NC Department of Administration Parking Deck & Green Square Complex	Raleigh, NC	1,325									
Bellemeade Street Parking Deck	Greensboro, NC	1,300									
Cape Fear Community College, Union Station	Wilmington, NC	1,187									
Veterans Administration Medical Center Parking Deck	Durham, NC	1,008									
Northgate Mall Deck #2	Durham, NC	1,000									
Performing Arts Center Parking Deck	Raleigh, NC	1,000									
Wake County Government Parking Deck	Raleigh, NC	989									
Lenoir Street Parking Deck	Raleigh, NC	900									
NC State University, West Lot Parking Deck	Raleigh, NC	850									
UNC-Chapel Hill, Jackson Circle Parking Deck	Chapel Hill, NC	809									
UNC-Chapel Hill, Bell Tower Parking Deck	Chapel Hill, NC	750									
Center City West Parking Deck	Winston-Salem, NC	722									
Block 50 Parking Deck	Raleigh, NC	700									
Rankin Street Parking Deck	Asheville, NC	700									
Bank of America Parking Deck	Winston-Salem, NC	655									

Proposal for Public Parking Structure

Northwest Corner of
Washington Boulevard at Centinela Avenue



Kimley-Horn Experience

Project	Location	Spaces	Site Feasibility	Functional Plans	Civil	Structural	Traffic	Construction Administration	Sustainable Design	Revenue Control/Security Systems
Cherry-Marshall Parking Deck	Winston-Salem, NC	640								
NC State Government Visitors Center Parking Deck	Raleigh, NC	550								
Wake Technical Community College, Health Sciences II Parking Deck	Raleigh, NC	510								
Children's Museum Parking Deck	Raleigh, NC	500								
NC State University, Alumni Center Parking Deck	Raleigh, NC	500								
Wake Technical Community College, North Campus Phase 2A	Raleigh, NC	450								
51 Biltmore	Asheville, NC	430								
NC State University, North Campus Parking Deck	Raleigh, NC	400								
Private Industrial Parking Deck	Research Triangle Park, NC	400								
East 54 Mixed-Use Development & Parking Deck	Chapel Hill, NC	370								
Rex Hospital Medical Office Building Parking Deck Expansion	Raleigh, NC	341								
Six Forks Road Parking Deck	Raleigh, NC	308								
Wake County, Hammond Road Phase II	Raleigh, NC	297								
Franklin Street Parking Deck	Fayetteville, NC	294								
Saint John Street Parking Deck	Spartanburg, SC	700								
Taylor Street Parking Deck	Columbia, SC	500								
Ridgeway Trace Parking Garages	Memphis, TN	581								
Sunrise Mall Parking Deck	Corpus Christi, TX	863								
The Suites at Overton Parking Garage	Lubbock, TX	524								
City Lights Parking Garage	Dallas, TX	233								
Norfolk International Airport Parking Deck	Norfolk, VA	3,000								
Virginia Tech, Perry Street Parking Deck (Design-Build)	Blacksburg, VA	1,350								

INTERNATIONAL PARKING **DESIGN**

International Parking Design, Inc.
14144 Ventura Blvd., Suite 100 Sherman Oaks, CA 91423
TEL 818 986 1494 FAX 818 906 8697 WEB www.ipd-global.com

Architecture / Engineering / Consulting



February 2, 2012

Mr. Joe Susca
CITY OF CULVER CITY
9770 Culver Blvd.
Culver City, CA 90232

Re: *Public Parking Structure at the Northwest Corner of Washington Boulevard at Centinela Avenue*

Dear Joe:

International Parking Design has studied the RFP document for the Parking Structure at the intersection of Washington & Centinela in Culver City. We would like to submit a fee for our services.

The IPD proposed fee for this project is \$329,700.

A Project Estimate Spreadsheet will be emailed to you on Monday, February 6, 2012.

IPD values the longstanding relationship we have with Culver City and we are looking forward to work with you again in the future.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, reading "Shahin Azmoudeh". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Shahin Azmoudeh
Vice President

Partial Spreadsheet Project Estimate
Washington Centinela

No.	Task	IPD
1	PROJECT INITIATION	\$3,320
	Review Workplan - Program Verification	
	Identify Consultants	
	Obtain Proposals	
	Compare Proposals	
	Research	
	Sbttotal	\$0
2	PREDEVELOPMENT STUDIES (consultant fee)	\$8,360
	Design Survey	
	Soils Geotech	
	Appraisal	
	Utilities	
	Clean Title Report	
	IPD: contract execute research/design rec.	
	PH Coordination	
	R (if required)	
	Sbttotal	\$0
3	PRELIMINARY DESIGN	\$9,930
	Prep Detailed Site Plan with Survey & Elevations	
	CCR Board Approval	
	Sbttotal	\$0
4	DEVELOPER SELECTION	0
	R	
	Select Developer	
	Deal Points negotiations/draft	
	CCR - Approval	
	DDA deal points negotiation/draft	
	CCR - DDA Approval	
	Sbttotal	0
5	COUNCIL	0
	R Approval	
	Contract Approval	
	Community Meetings	
	Sbttotal	0
No.	Task	
6	DESIGN DEVELOPMENT	\$0,80
	Contract Preparation	
	Refine Plan	
	Design Operations (gates/meters/lighting systems elevators/equipment requirements)	
	Sbttotal	\$0

7	ENTITLEMENTS (garage and market hall)	\$5,000
	Application	
	PR	
	Environmental	
	NE	
	Community Meetings N2	
	Community Meetings N2	
	Planning Commission Approval	
	City Council Approval	
	<i>Subtotal</i>	\$0
8	PROJECT BID	\$32,030
	Parking Structure - prep bid sets, plans and specs	
	Review/Approve Parking Structure plans/specs	
	Market Hall Project Coordination	
	<i>Subtotal</i>	\$0
9	CCRC BOARD AWARD CONTRACT	\$0
	Report Preparation	
	Research	
	Compare/Verify Costs	
	Select	
	Prep Contract	
	CCRC Award Contract	
	<i>Subtotal</i>	\$0
10	CONSTRUCTION COMMENCES/MOBILIZE	See #1
	Construction Migration Plan (kick-off meeting)	
	Traffic Control	
	Coordination - utilities	
	<i>Subtotal</i>	
No.	Task	
11	CONSTRUCTION	\$2,800
	Pre-construction Meeting	
	Construction Inspecting/Reporting	
	Submittal Processing	
	R	
	Weekly Reports	
	Staff Coordination	
	Schedule Control	
	Final Inspection: sign off and award retention	
	<i>Subtotal</i>	\$0
	DA HOB	
	DA COS\$	\$2,900



Firm Profile

IPD is the leading expert in developing parking solutions. The firm's reputation for innovative design, value and focused expertise in parking design has been earned through over 40 years of dedicated work in public and private projects across the nation as well as internationally. IPD's proven design process tightly integrates architectural design, structural engineering and parking consulting services, resulting in a synthesis of form and function. Nationally recognized for award-winning work, IPD is committed to achieving the highest level of customer satisfaction by delivering quality, efficiency and value. Whatever the requirements, our priority is always to meet our clients' needs.

FACTS

Founded:	1969
Headquarters:	Los Angeles, California
Locations:	Alameda, Irvine, Los Angeles
Projects:	5000+
Employees:	40
Management:	Chief Executive Officer - Clifford E. Smith Chief Financial Officer - Gene Levert President - Don Marks Vice President, Alameda - Raju Nandwana Vice President, Sherman Oaks - Shahin Azmoudeh

DESIGN SERVICES

Architectural Design	Functional Design	Sustainable Design
Structural Engineering	Masterplanning	Site Evaluation

CONSULTING SERVICES

Demand Studies	Feasibility Studies	Building Assessment
Operations Consulting	Efficiency Reviews	Life-Cycle Costing
Value Engineering	Access and Revenue Control Systems	

SELECTED RECENT AWARDS

2010	Irvine Transportation Center CalTrans, Transportation Facility Award Sony Electronics Headquarters Parking Structure (<i>LEED Gold Certification</i>) International Parking Institute (IPI) Award of Excellence, Category II International Parking Institute (IPI) Award of Merit, Category V
2009	East Los Angeles College Parking Structure Los Angeles Architectural Award Irvine Transportation Center American Public Works Association (APWA), Project of the Year Award International Parking Institute (IPI) Award of Merit
2008	Santa Monica Civic Center Parking Structure (<i>this project has won multiple awards</i>) Los Angeles Architectural Award International Parking Institute (IPI) Award of Excellence

MARKETS

Aviation
Casinos
Civic
Corporate
Education
Entertainment
Healthcare
Hi-Tech
Indian Gaming
Residential
Retail
Sports
Transportation

CONTACT

Shahin Azmoudeh, Architect
818-986-1494
sazmoudeh@ipd-global.com

1-800-IPD PARK
www.ipd-global.com
info@ipd-global.com

NE 85TH AVE SE, CUEC/MCA



Ince Boulevard Parking Structure

CULVER CITY, CA



The Ince Boulevard Public Parking Structure brings forth memories of the Golden Age of movie making in Culver City when dazzling structures were built in the Art Deco and Streamline Moderne style. The well-proportioned faades front two major streets, one of which is the eastern approach to the City. Two themed pedestrian access towers, which also house the elevators, are monuments at the City entrance with their Art Deco sunburst accents. These also serve as lighted beacons at night for after-dusk pedestrian activity. The towers are ankled by grand staircases with delicate vertical stainless steel rod railings threaded through the painted steel stringers. The

stairs serve as vantage points for viewing the adjoining landscape and the City to the west. Graphic treatments echo the City's historical attachment to the film industry and serve to animate the interior spaces.

The structure provides downtown parking in support of the planned Town Plaza office, retail, restaurant and cinema development. The first level provides 60 short-term spaces to the Trader Joe's store which is located immediately to the west side of the parking structure and includes approximately 2,500 square feet of shell space for future retail development.



**The Parking Structure
brings forth the
Golden Age of
movie making in the City**



Levels: 5 Levels, 801 spaces

Completion: 2003

Cost: \$0,63,92; \$27 per space

Architect: Architect of Record, Design Architect

DEANE HARRIS



IPD

Watseka Avenue Parking Structure

CUNERCA



The Watseka Avenue Parking Structure serves portions of local businesses and employees of the nearby medical center.

The structure features four levels above grade and two levels below grade. The facade is an attractive brick treatment incorporating rectangular openings with a series of graceful arches. Low-maintenance landscaping enhances the overall appeal of the facility.

Security features include a glass-backed elevator, stairways open to the exterior, security grilles around the perimeter at ground level, and ample exterior lighting. The parking control system is



The facade is an attractive bricks treatment incorporating rectangular openings with a series of graceful arches.

designed to be tied to a future City Hall card-access system.

The structural system of cast-in-place concrete columns with post-tensioned concrete beams and slabs provides column-free parking. Seismic resistance is provided by reinforced concrete shear walls.

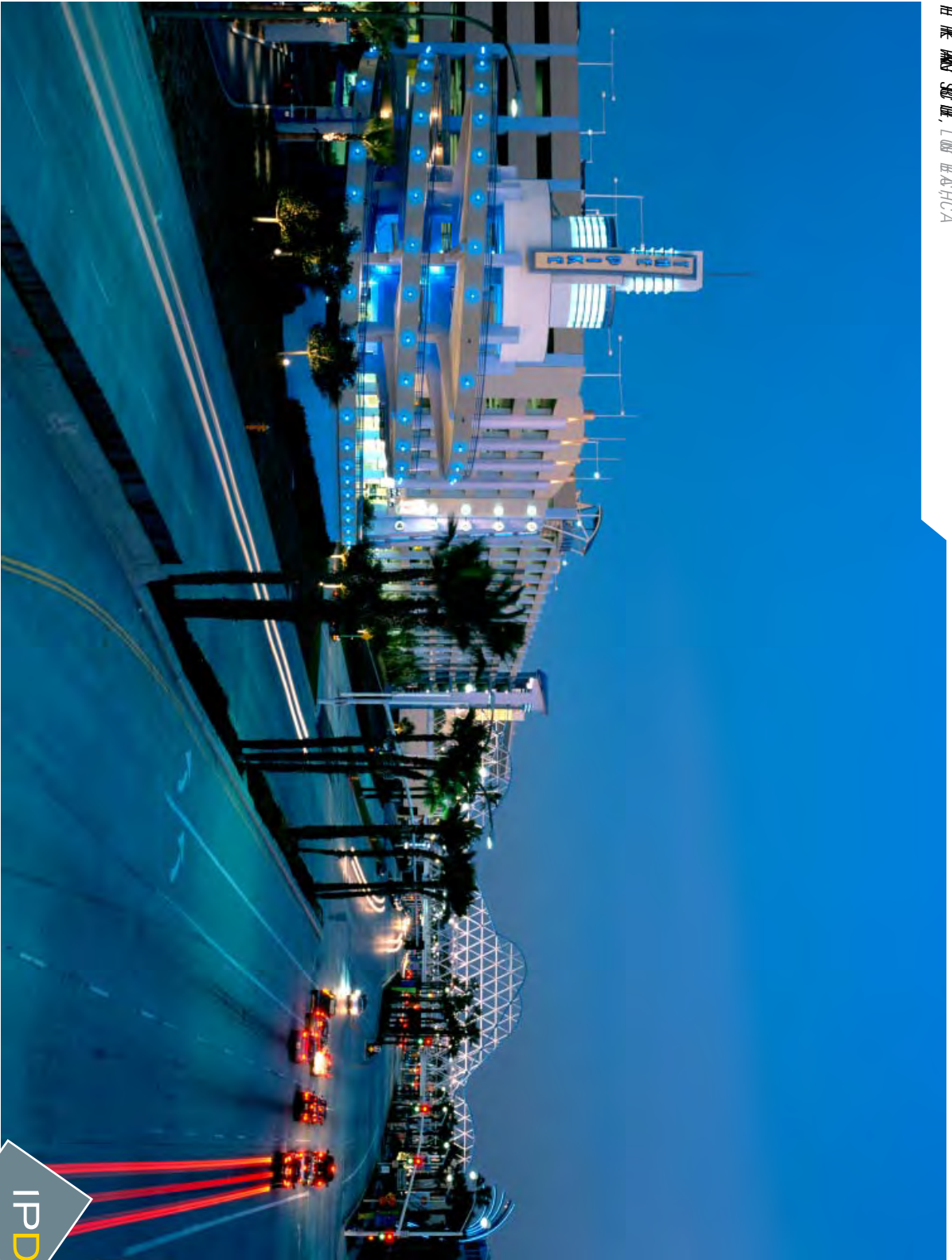
B: 6 Levels, 3 spaces

S: \$200,000

P: 1992

R: Architect of Record, Parking Consultant

THE PARKS SERVICE, LLC BEACHCA



IPD

The Pike at Rainbow Harbor Parking Structure

LONG BEACH



The Pike Parking Structure is part of an exciting new retail/entertainment center between the Long Beach Convention Center and the Aquarium of the Pacific.

The first view of the amusement park-themed complex is the spiral ramp at the west end of the parking structure, with its elaborate streamlined moderne tower, highlighted by neon spotlights. At the east end of the parking structure, a massive tower with six elevators also evokes the streamlined moderne style, crowned with a 3' sunburst, patterned on the light fixtures that once lined the Walk of a Thousand Lights at the original Pike Amusement Park.



Between these two unique features, the seven-level, 2211-space structure is highlighted by curved metal screens, trellises with climbing vines, and semicircular metal column covers. To avoid lines, users will find 10 entry and exit lanes, and traffic within the structure is expedited by the double-helix parking ramp and circular ramp exit.



Levels: 7 levels, 2211 spaces

Completion: 2004

Cost: \$2 million, \$9,950 space

Architect: Architect of Record, Structural Engineer

Awards: 2005 - IPI Award of Excellence

2005 - IPI Award of Merit

SHAWAC INC. CENTRE PARKS SEC. 17E



IPD

Santa Monica Civic Center Parking Structure

SANMONICA



At the gateway to the Santa Monica Civic Center, special consideration was taken to make the façade design of the parking structure unique with playful and colorful design. At street level, there is future tenant use space and restaurant space available that overlooks the City Hall, County Court House and the Public Safety Facility.

The City of Santa Monica's goal was to make this parking structure LEED Certified. In preparation for the certification, site consideration including community connectivity, alternate transportation, storm water management and reduction of thermal differences with the surrounding areas was incorporated into the design. Sustainable components

also include water efficiency by using reclaimed city water for landscaping, optimizing energy performance with the use of photovoltaic panels and energy efficient electrical and mechanical devices.

Recycled and regional material was specified for the structure. A large portion of construction waste was diverted from disposal sites. LEED signage specifically to educate the community in sustainability was included.

This design had made the parking structure is one of the first structures to be LEED Certified.



Levels: 8 Levels, 6 Levels above-grade
2 Levels below-grade, 890 Spaces

Completion: 2007

Cost: \$9 million, \$3,584 per space

Architect of Record: Structural Engineer

Awards: 2008 International Parking Institute - Award of Excellence

CALHOUN CENTRAL PARK



IPD

California Science Center at Exposition Park Parking Structure

LOS ANGELES, CA



Maintain the open feel of the park the new Exposition Park Parking Structure is below-grade, with the roof level at the adjacent ground level.

The lower levels are open to nearby gardens and a landscaped areaway to allow natural ventilation and to eliminate the claustrophobic feel of subterranean parking structures.

The architecture of the parking structure is deliberately low-key, so visitors will focus on the museums and gardens. Exterior spandrels and walls are sandblasted, and cantilevered walkways run along the north side of the parking structure, with simple black steel guardrail allow-



The lower levels are open to nearby gardens and a landscaped areaway to allow natural ventilation

ing people inside the structure to see the gardens and museums beyond.

To handle the peak vehicular flow generated by large events, the structure has two tunnels to allow entry/exit from three of the four levels simultaneously, allowing the entire structure to be filled or emptied in less than one hour. Circulation is by means of one-way aisles and 90-degree angle parking.

Levels: 4 Levels (3 below-grade), 2035 spaces

Completion: 2004

Cost: \$1,88,90,000 per space

Builder: Architect of Record

Award: 2005 IPI Honorable Mention Award

SD IOC TRYING SD THE



IPD

Studio City Parking Structure

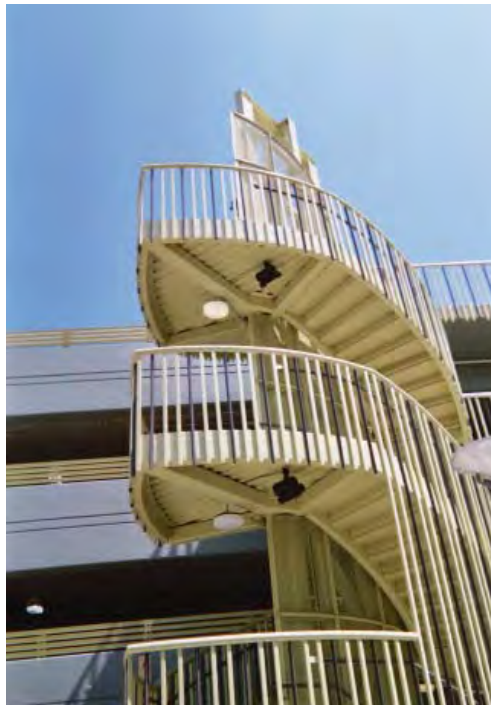
IPD/CFA



The Studio City Parking Structure is the result of a long-sought plan to provide additional parking in Studio City's retail community.

This cast-in-place, post-tensioned concrete structure is accessed by driveways between existing retail buildings. The visual impact of the solid walls is softened by the use of painted-metal latticework specifically designed to support climbing ivy.

Trees and shrubs are planted to minimize potential visual and noise impact to proximal residential properties. A solid wall at the north elevation



curves to follow the river, and prevents head-light glare and vehicular noise from disturbing the adjacent residential community.

Parking structure identification from Ventura Boulevard is provided by a signed and lighted marquee. Cars drive through this element down a 200-foot-long driveway featuring horizontal paved accent bands, with lighted bollards directing vehicles to the entrance of the parking structure.

The parking structure meets the requirements of the Department of Transportation in allowing for flexibility of operation, user-friendly and easy-to-understand traffic patterns, and the ability to secure the structure during non-operation hours.

Levels: 4 Levels, 97 Spaces

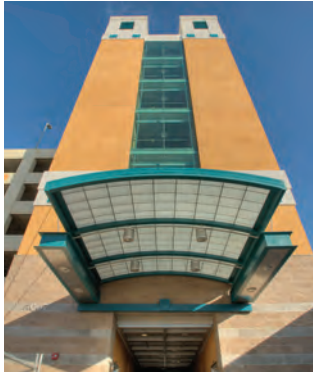
Completion: 2005

Cost: \$85,000; \$6,083 per space

Role: Architect of Record



Public Sector Project Experience



*BART Dublin/Pleasanton
Parking Structure*



*Civic Center Parking Structure,
Alameda, CA*



*Aquarium of the Pacific P.S.,
Long Beach, CA*

Project

Spaces

BART Pleasant Hill Parking Structure, Pleasant Hill, CA	1353
BART Dublin/Pleasanton Parking Structure, Dublin, CA	2000
BART West Dublin Parking Structure, Dublin, CA	717
BART West Pleasanton Parking Structure, Pleasanton CA	472
Centre City Development Corporation, San Diego, CA	550
City of Alameda, Civic Center Parking Structure, Alameda, CA	341
City of Billings, Montana Parking Structure, Billings, MT	470
City of Brea, Parking Structure #1, Brea, CA	1000
City of Brea, Parking Structure #2, Brea, CA	803
City of Burbank, Civic Center Parking Structure, Burbank, CA	491
City of Chico Downtown Parking Structure, Chico, CA	277
City of Concord Downtown Parking Structure, Concord, CA	423
City of Council Bluffs, Iowa Parking Structure	1216
City of Culver City, Cardiff Avenue Parking Structure, Culver City, CA	400
City of Culver City, Ince Blvd. Parking Structure, Culver City, CA	900
City of Culver City, Watseka Avenue Parking Structure, Culver City, CA	337
City of Downey, Downtown Parking Structure, Downey, CA	220
City of Huntington Park, Huntington Park, CA	270
City of Laguna Beach, Glenneyre Street P.S., Laguna Beach, CA	219
City of Long Beach, Aquarium of the Pacific P.S., Long Beach, CA	1470
City of Long Beach, The Pike Parking Structure, Long Beach, CA	2200
City of Long Beach, Willow Street Parking Structure, Long Beach, CA	700
City of Los Angeles, Dept. of Water & Power P.S., Los Angeles, CA	328
City of Los Angeles, Foothill Police Station P.S., Los Angeles, CA	240
City of Los Angeles, Studio City Parking Structure, Los Angeles, CA	400
City of Norwalk, Civic Center/AMC 20-Plex P.S., Norwalk, CA	1052
City of Palo Alto, California Avenue Parking Structure, Palo Alto, CA	186
City of Pasadena, Pasadena Transportation Center, Pasadena, CA	600
City of Pasadena, Schoolhouse Block Parking Structure, Pasadena, CA	823
City of Pasadena, Delacey Avenue Parking Structure, Pasadena, CA	507
City of Phoenix, Jefferson Street Parking Structure, Phoenix, AZ	1491



Public Sector Project Experience, cont'd



Main Street Parking Structure, San Mateo, CA



Downtown Parking Structure, Ventura, CA



Sacramento International Airport Terminal A Parking Structure

City of Portland, West Parking Structure, Portland, OR	490
City of Redlands, Citrus Avenue Parking Structure	500
City of Redwood City, Downtown Redwood City Parking Structure, Redwood City, CA	500
City of Roseville, Roseville Courthouse Parking Structure, Roseville, CA	700
City of Sacramento, Civic Center Plaza Parking Garage, Sacramento, CA	1020
City of Sacramento, Lot "G" Parking Structure, Sacramento, CA	1351
City of Sacramento, Old Town Parking Structure, Sacramento, CA	478
City of Salinas, Monterey Parking Structure, Salinas, CA	N/A
City of San Jose, Notre Dame Parking Structure, San Jose, CA	900
City of San Mateo, Main Street Parking Structure, San Mateo, CA	448
City of Santa Clara, Civic Center/Tasman Drive P.S. & Pedestrian Bridge	1800
City of Santa Cruz, Soquel/Front Parking Structure, Santa Cruz, CA	730
City of Santa Monica, Civic Center Parking Structure	920
City of Sunnyvale, Downtown Parking Structure, Sunnyvale, CA	1600
City of Thousand Oaks, Civic Arts Plaza P.S., Thousand Oaks, CA	705
City of Ventura, Parking Structure #1, Ventura, CA	460
City of Ventura, Downtown Parking Structure, Ventura, CA	500
City of Visalia, Medical District Parking Structure, Visalia, CA	470
City of Visalia, Downtown Parking Structure, Visalia	400
City of Walnut Creek, Northpark Parking Structure, Walnut Creek, CA	670
City of West Hollywood, Cherokee Street P.S., Hollywood, CA	402
City of Whittier, Hilton Hotel Parking Structure, Whittier, CA	208
County of Los Angeles, LAC+USC Medical Center, Marengo Street Parking Structure, Los Angeles, CA	2982
County of Orange, Juvenile Justice Center Parking Structure #1, Orange, CA	879
County of Orange, Juvenile Justice Center Parking Structure #2, Orange, CA	920
County of Sacramento, Sacramento International Airport Terminal A Parking Structure, Sacramento, CA	5400
County of San Joaquin, Parking Structure, Stockton, CA	349
Port of Oakland, Jack London Square Parking Structure, Oakland, CA	300
State of California, Exposition Park Parking Structure, Los Angeles, CA	2900
State of Wyoming, Parking Structure, Cheyenne, WY	600

November 1, 2004

Mr. Ron Saxton
Vice President
International Parking Design
14144 Ventura Boulevard, Suite 100
Sherman Oaks, California 91423

Culver **CITY**

Dear Mr. Saxton:

I am pleased to write this letter of recommendation for International Parking Design. International Parking Design was the architect for all three parking structures constructed in downtown Culver City by the Culver City Redevelopment Agency. The three structures provide a total of 1,530 spaces.

On each of the three parking structures, International Parking Design made every effort to meet the client's budget and design requirements. The Culver City Redevelopment Agency is a demanding client which pushed International Parking Design to produce attractive structures that enhance the downtown. International Parking Design was willing to redesign work when requested in order to either enhance the appearance of the structure, or to bring the cost of the structure within the owner's budget. In each instance, International Parking Design provided a range of architectural services from the concept design phase through construction punch list and warranty work. Moreover, their years of experience in parking structure design and construction, and their extensive knowledge of parking structure operation was a beneficial resource for an owner lacking such extensive experience in parking structures. I expect that International Parking Design will apply the experience gained on the Culver City parking structures, and others, to continually improve the quality of service that International Parking Design can provide to its future clients.

In the future, if the Culver City Redevelopment Agency were to construct another parking structure, I would certainly encourage International Parking Design to submit a proposal to provide the architectural services.

Sincerely,

John Fisanotti

John Fisanotti
Redevelopment Project Manager



ATTACHMENT NO. 4
CITY OF LONG BEACH
DEPARTMENT OF PUBLIC WORKS

333 West Ocean Boulevard • Long Beach, CA 90802 • (562) 570-6383 • FAX (562) 570-6012

January 27, 2005

Gina Webster
Director of Business Development
International Parking Design, Inc.
14144 Ventura Boulevard, Suite 100
Sherman Oaks, CA 91423

Re: The Pike at Rainbow Harbor Parking Garage

Dear Ms. Webster:

This letter is in response to your recent inquiry regarding the services of your firm on the above referenced project. I was not with the City of Long Beach during the design development, but was actively involved with the construction phase done jointly by the City and the project's developer, DDR, Inc. The project was constructed as planned with virtually no changes and since becoming operation in October 2004, has received substantial praise both for the aesthetics of the structure as well as its general layout. From my viewpoint the parking facility is a well-designed structure that has become a successful addition to the fast growing downtown area of Long Beach.

Sincerely,

Mark Christoffels
City Engineer

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Marsha V. Rood, FAICP
URBAN *Reinventions*
216 S. Madison Avenue, #302
Pasadena, CA 91101
marsharood@earthlink.net

November 11, 2004

Mr. Ron Saxton
Senior Vice President
International Parking Design
14144 Ventura Blvd., Suite 100
Sherman Oaks, CA 91423

Subject: Old Pasadena Parking Facilities; Culver City Town Plaza Parking Facility

Dear Ron:

As former Development Administrator of Pasadena and Community Development Director of Culver City, I would like to express my compliments and sincere thanks to you and to International Parking Design for the excellent project team you assembled to design public parking facilities for both cities. The city staffs were very impressed with IPD's professional manner in solving complex design and construction issues within building program objectives. You provided your team's work on time and within the specified budget. During the public review process, you also provided straight-forward answers in a professional manner to various community groups and political decision-making bodies.

The design team was flexible and thorough. They were open to overall design as well as detailed suggestions and comments, including how the construction was sequenced. IPD ultimately designed award-winning, beautiful as well as functional parking structures that were contractor friendly to build and customer friendly to use.

Based upon my experience, I can state without qualification that IPD has the expertise, staff and willingness to successfully design any type and size of parking facility. I deeply appreciated IPD's effort and sincerely look forward to working together in the near future.

Sincerely,


MARSHA V. ROOD, FAICP
Principal, Urban Reinventions

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IPD



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Jeffrey N. Rudolph
Executive Director

April 26, 2004

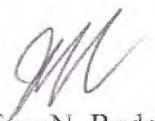
Renny Bollier
International Parking Design
14144 Ventura Blvd., Ste. 100
Sherman Oaks, CA 91423

Dear Renny:

I haven't had a chance to talk to you, but just wanted to let you know how pleased we are with the design of the parking structure. I have heard a number of compliments from board members, staff, and the other park institutions -- all commenting on how they never thought that they would be impressed with the design of a parking structure but they were.

You did a great job! Thanks again for your help.

Sincerely,



Jeffrey N. Rudolph
President