



WashingtonNational

Proposed Development Program

Table of Contents

Site Plans

Prior Plan	2
Proposed Site Plan	3

Development Concepts

Retail Edge	4
Pedestrian Amenities	5-6
Stepped Floor Levels	7
Corner Design	8
Transit Plaza	9
Gateway Plaza	10-11
Open Space	12-13
Hotel	14-15

Parking and Adjacencies

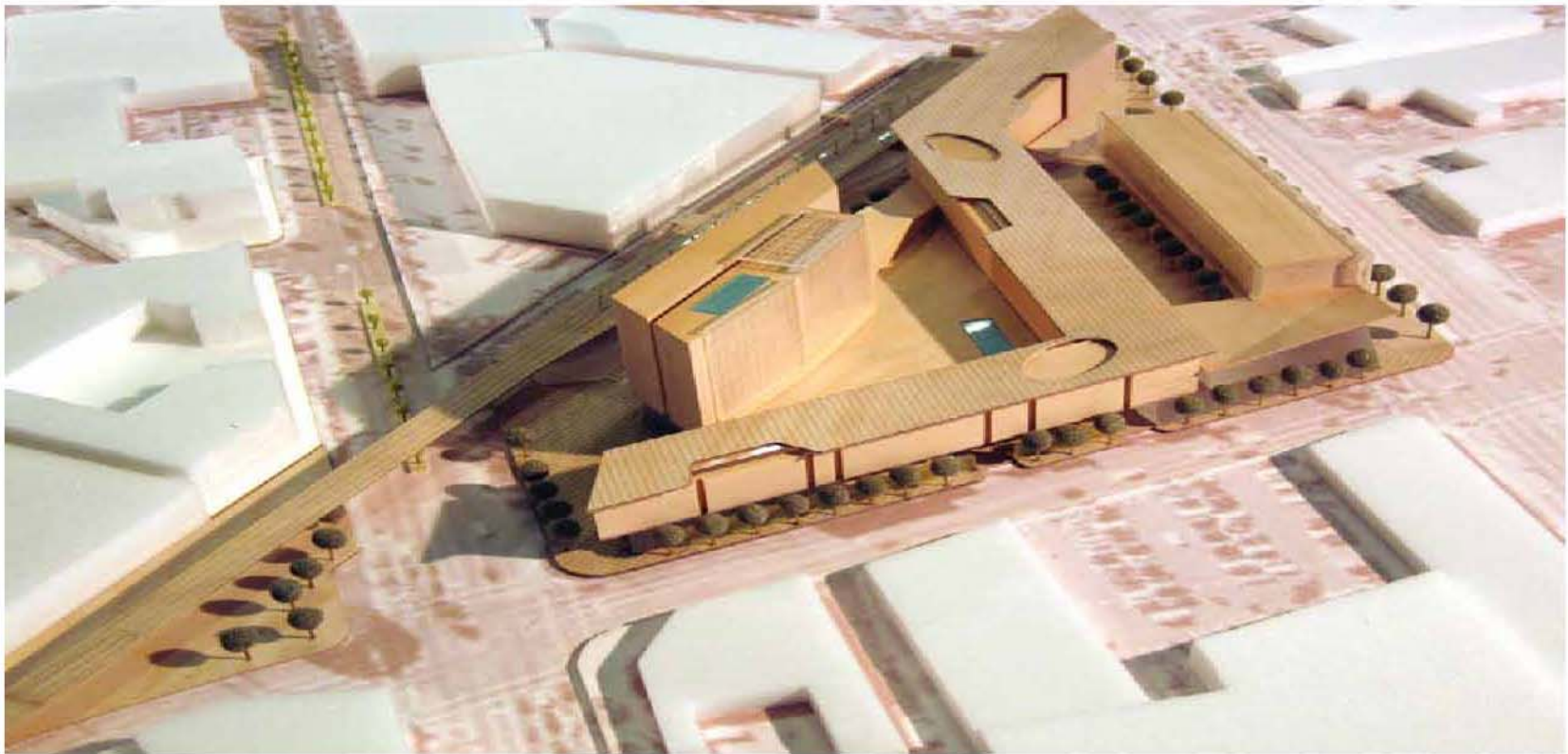
Podium Parking Alternatives	16-17
Proposed Parking Encroachment	18
Venice Property Acquisition Site Plan	19
Connectivity	20

Potential Development Scenarios

Alternative 1	21
Alternative 2	22

Prior Plan

massing problems and poor site planning

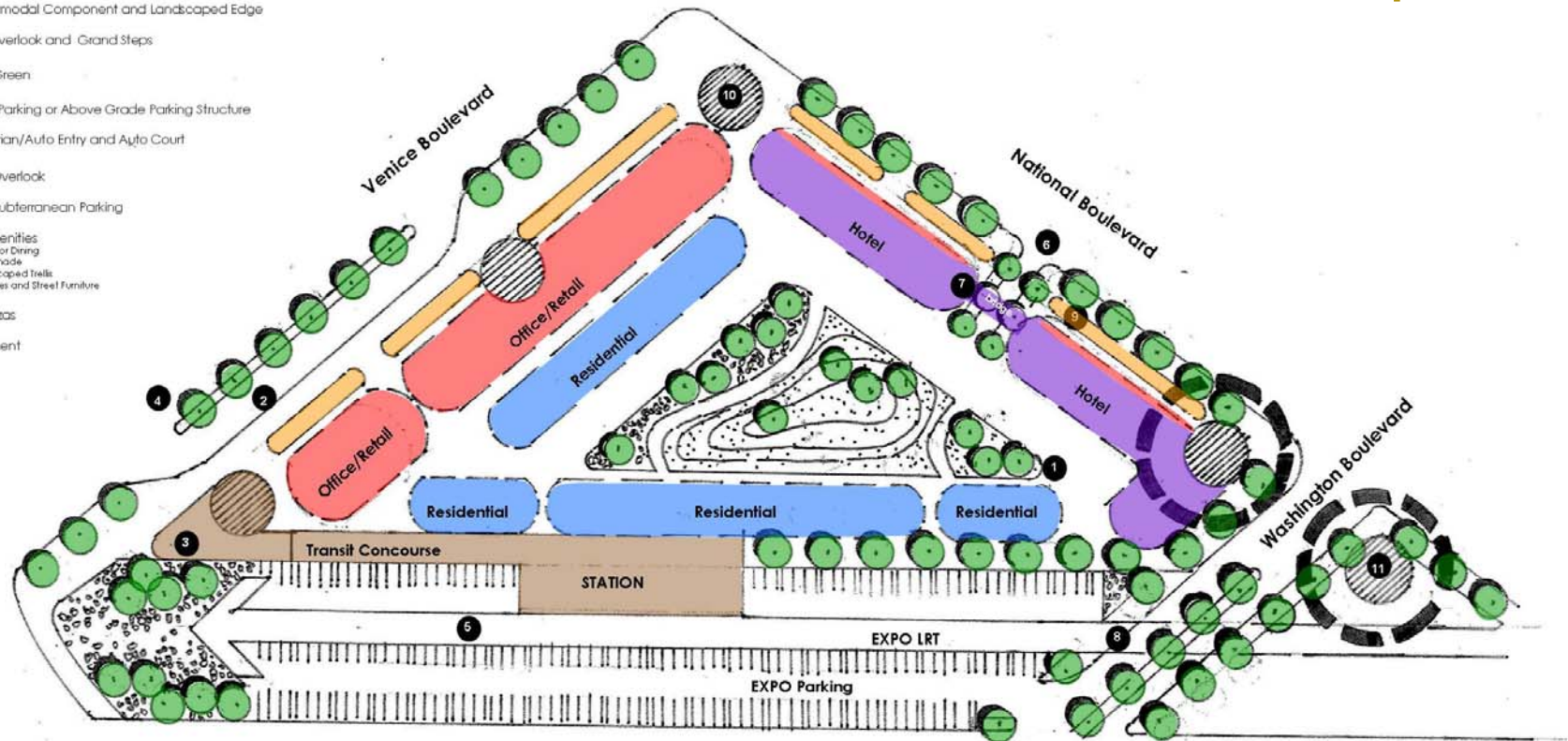


Washington National

site plan

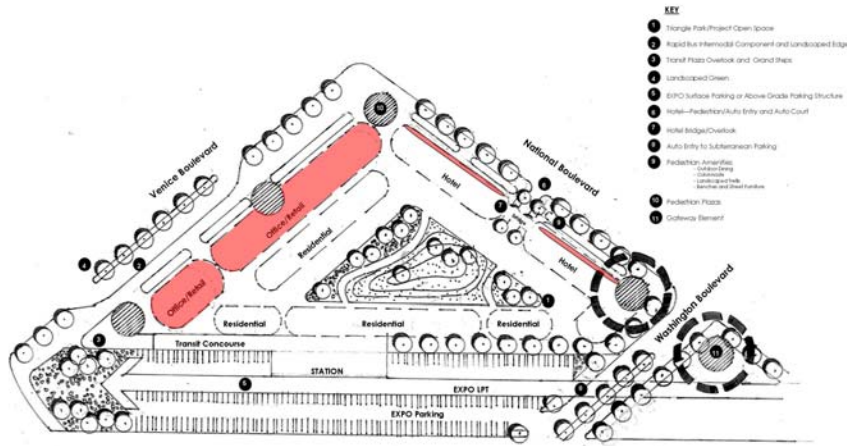
KEY

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



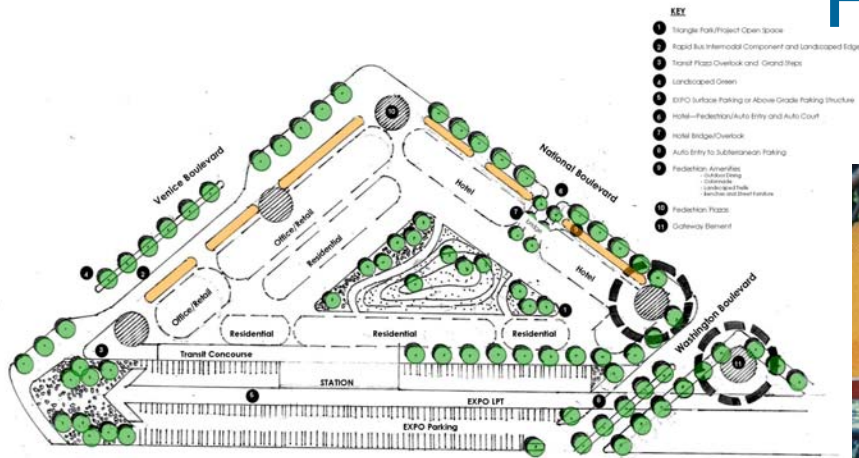
Retail Edge

concept



Pedestrian Amenities

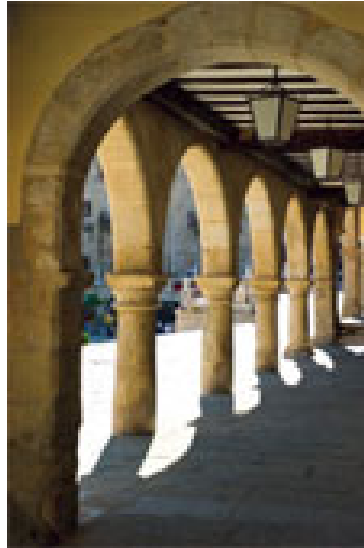
concept



- seating niches
- outdoor dining

Pedestrian Amenities

concept



- colonnades
- planted trellis



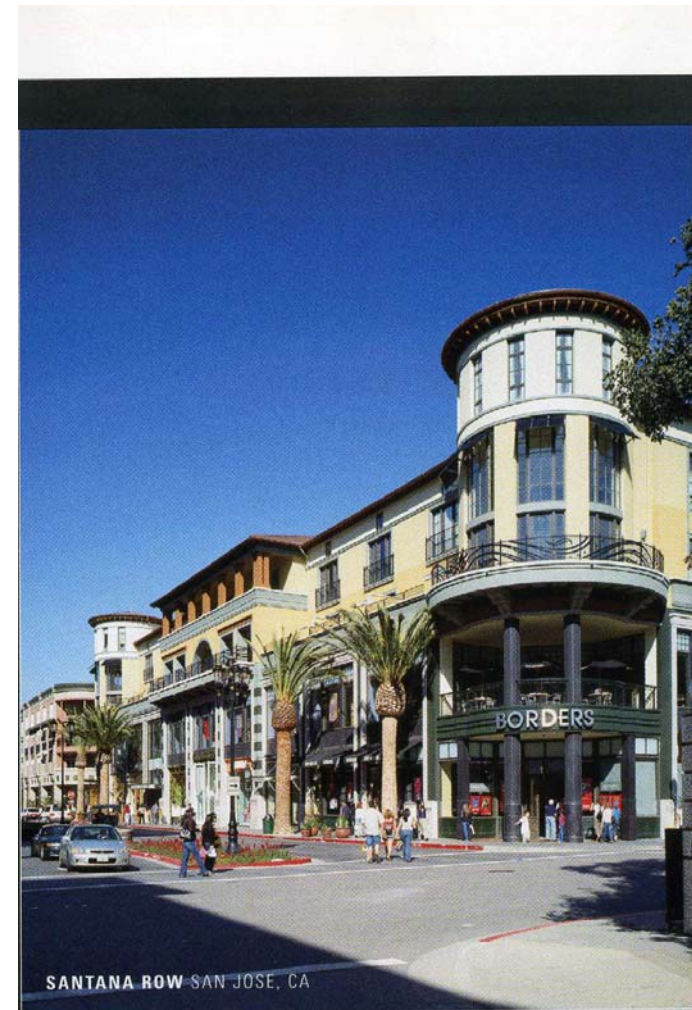
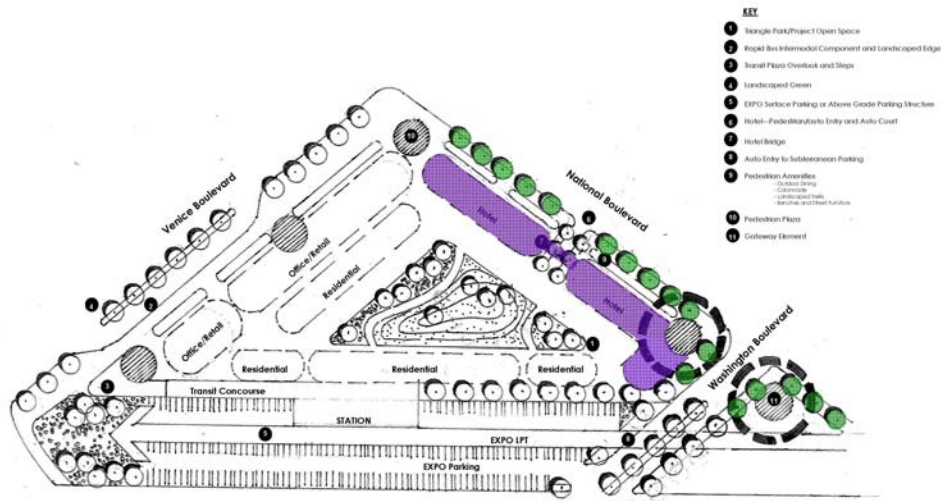
Stepped Floor Levels

concept



Corner Design

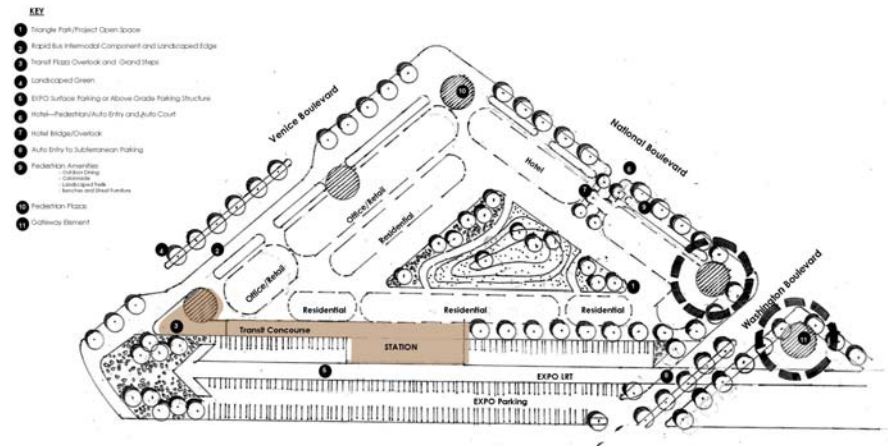
concept



Transit Plaza

concept

- Light Rail
- Rapid Bus



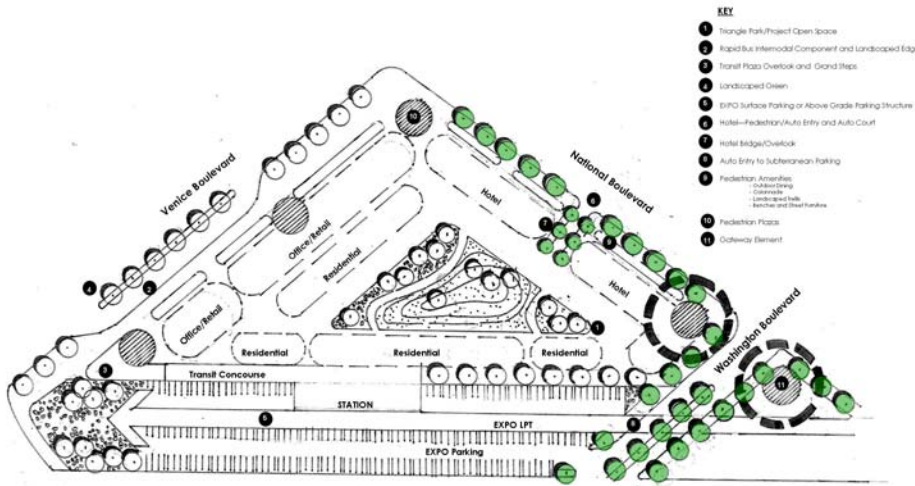
Conceptual view of Transit Plaza Overlook



Gateway Plazas

concept

- iconic design
- landscaping
- crosswalks
- paving and lighting



Gateway Plazas

concept

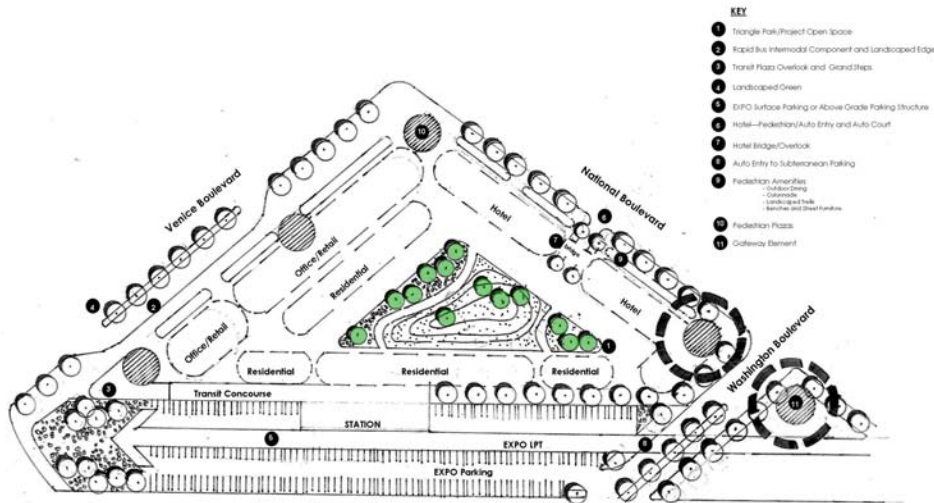


Photo by Tom Pavia



Open Space

concept



● Passive usage



Open Space

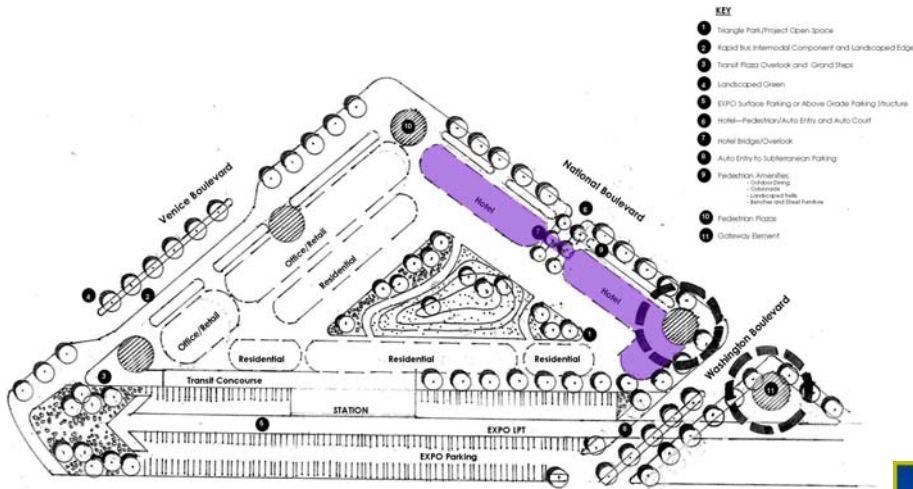
concept

- Active usage
- Programmed



Hotel concept

- boutique
- low rise
- high end (\$200+)



Hotel

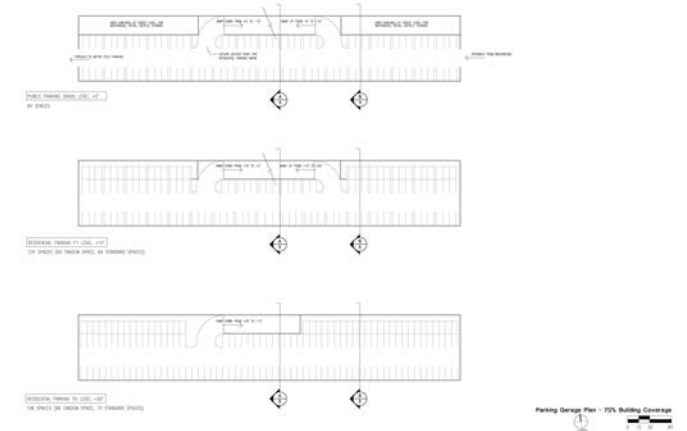
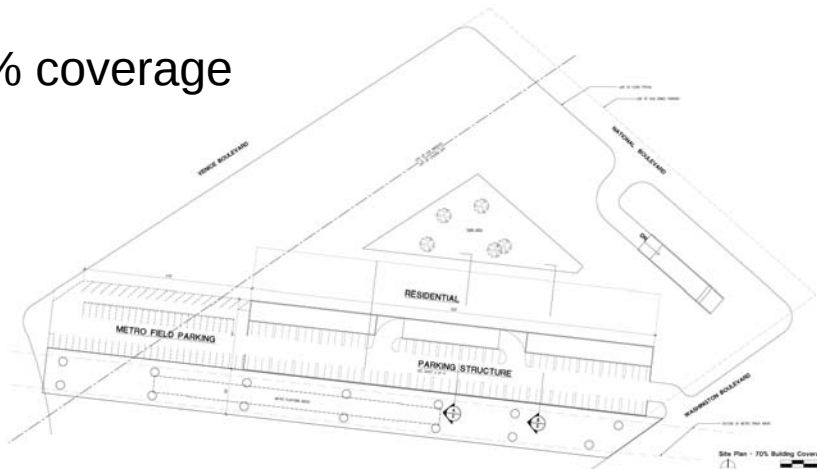
concept



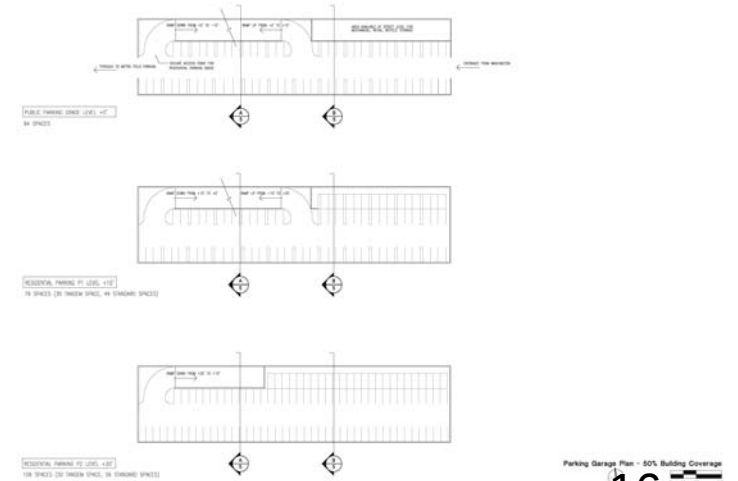
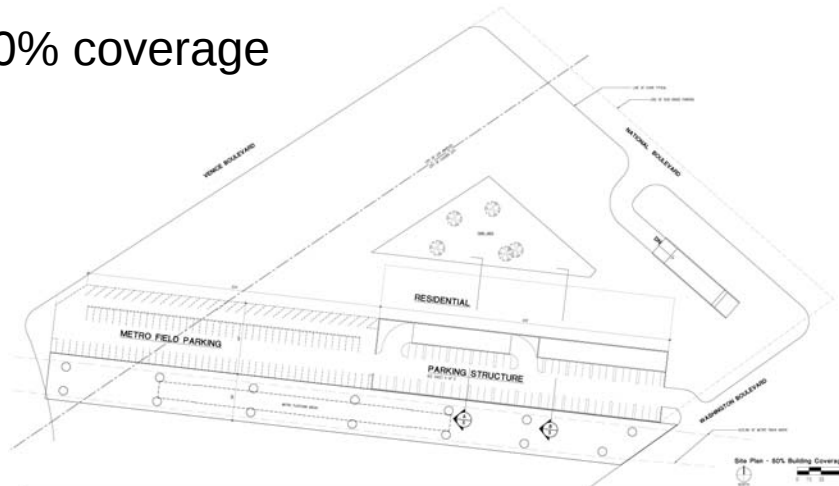
Podium Parking Alternatives

site plan

70% coverage

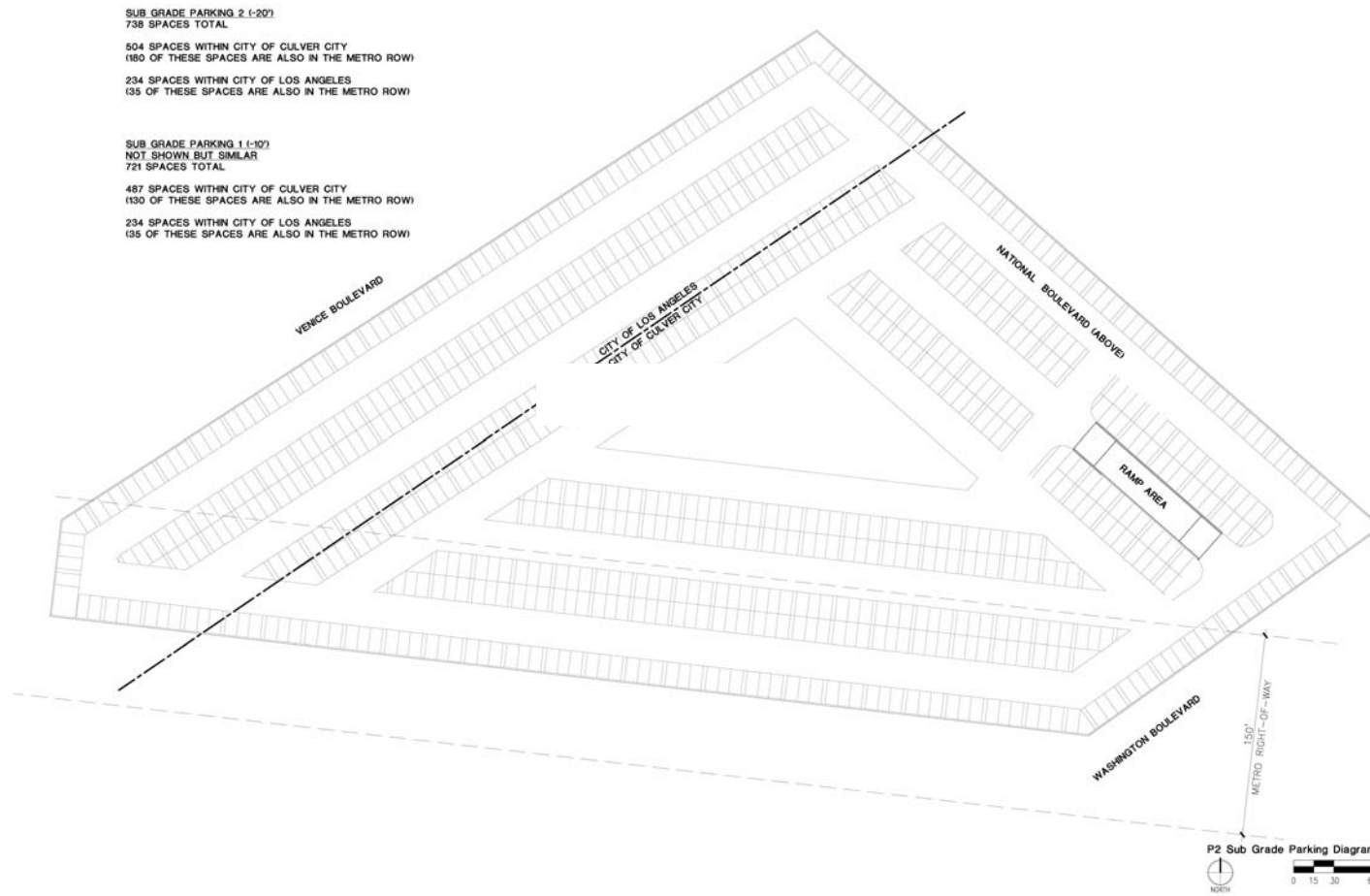


50% coverage



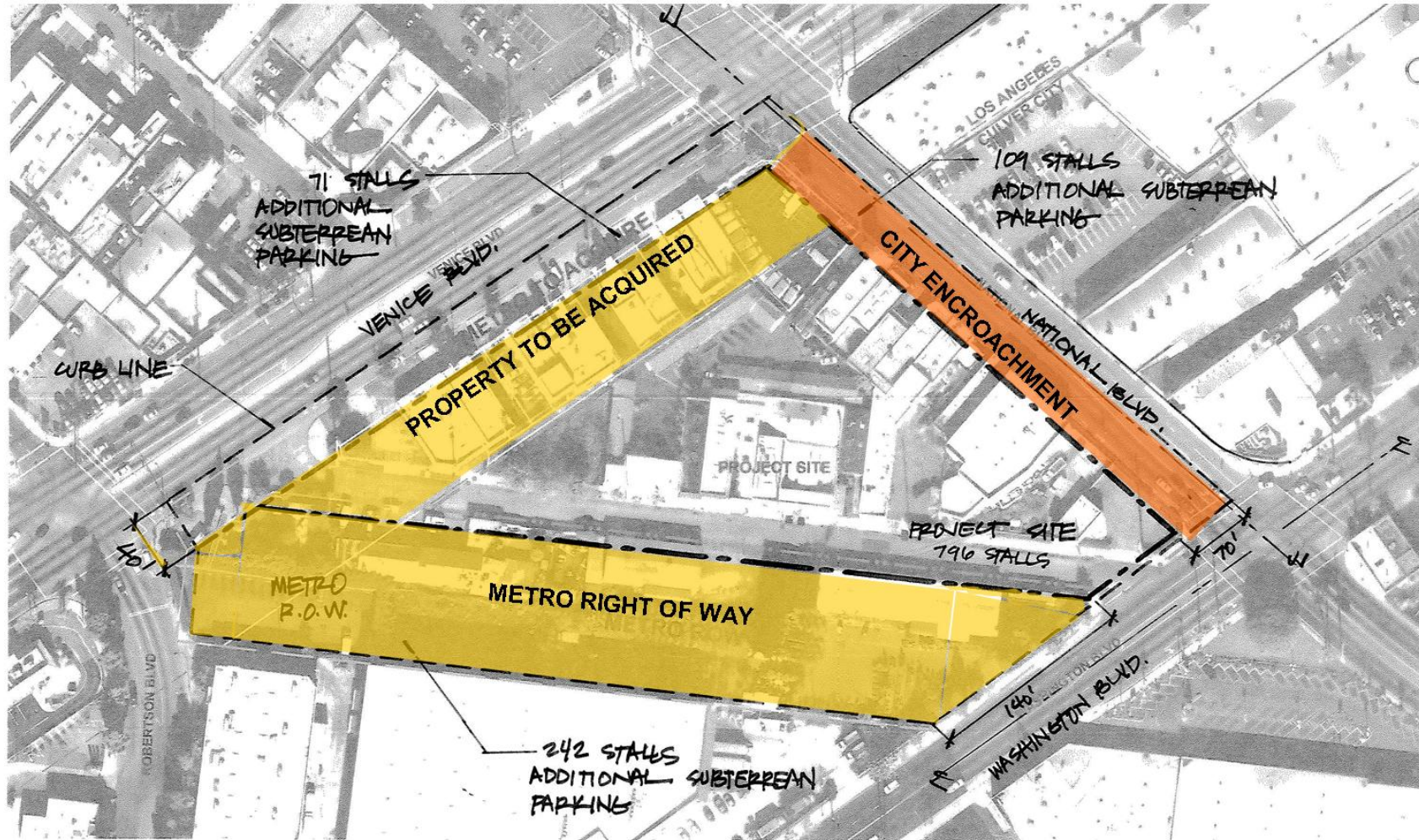
Subterranean Parking

Typical P1 and P2



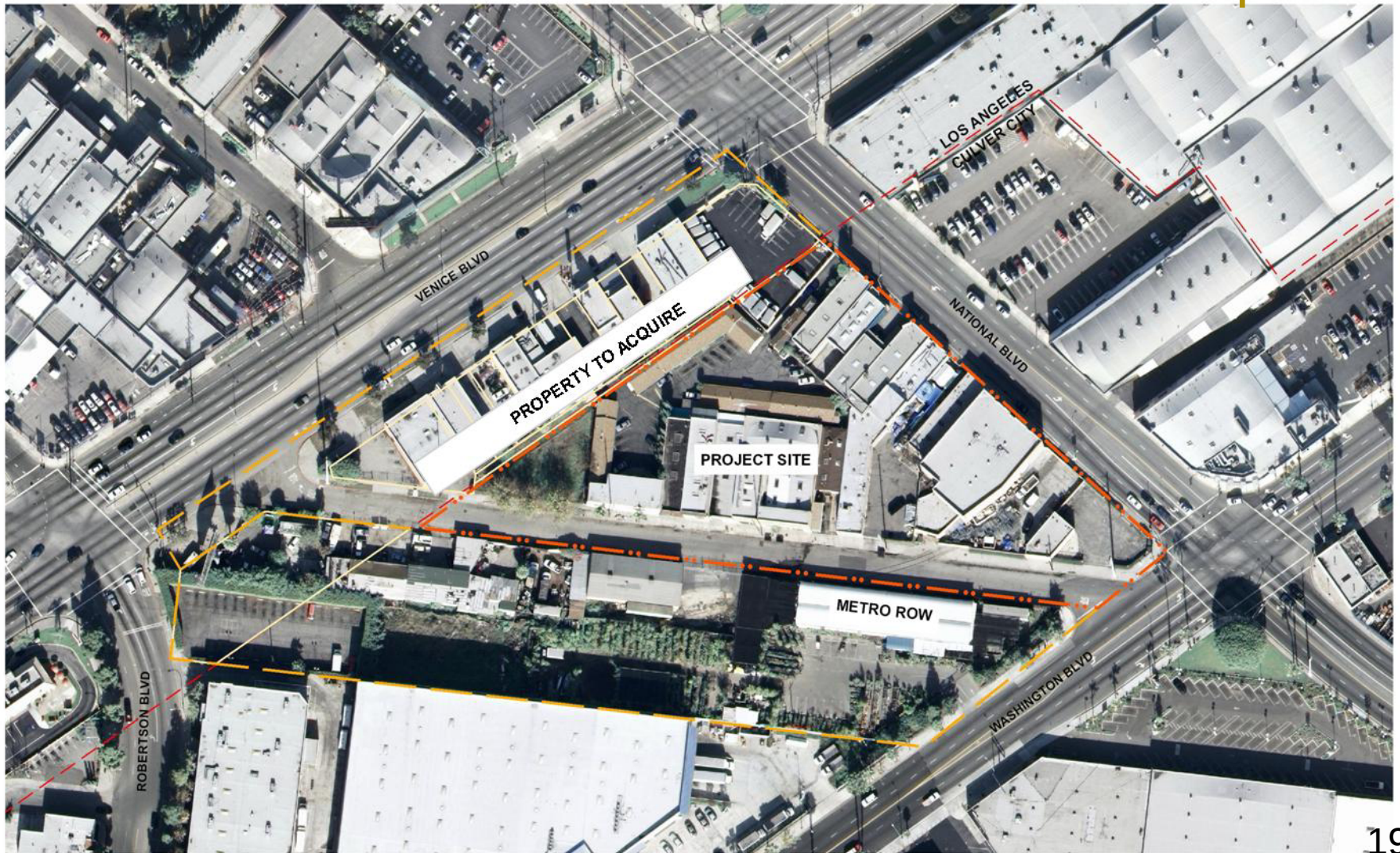
Proposed Parking Encroachment

site plan



Venice Property Acquisition

site plan



Connectivity

adjacent areas



ALTERNATIVE 1 - WASHINGTON NATIONAL DEVELOPMENT SCENARIOS - With Hotel, 200 Residential

I. TRIANGLE SITE

OPTIONS	Density		Office (square feet)	Retail (square feet)	Hotel (rooms)	Hotel Restaurant (in s.f.)	Hotel Meeting Room (in s.q.)	Restaurants (square feet)	Residential (du/lac)	Comm. Bene.	Building Height	Total Hotel/Porte-cochere Surface Pking														Total Available Parking	Total Required Parking	Excess or Shortage of Parking (based on Parking Supplied)	Metro Pking 600 spaces provided
	Allowed	Provided										Office Parking Required (1:350)	Retail Parking Required (1:350)	Hotel Parking Required (1.05 per room); Meeting Rooms/Restaurants (1:100sf)	Restaurant Parking Required (1:250) (2 per du and 1:4 guest)	Residential Parking Required (1:250)	P-1 Parking Available RP1 & RP2 combined	P-2 Parking Available	Metro Field Parking	Grade-level Parking Available									
OPTION 1 - 50% Coverage w/ Metro ROW to 59' 1.05 acre w/Venice to curb line 1 Total site 7.39 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	75,000	56,200	149	4,000	10,000	10,000	200	Open Space - .47 acres plus paseos & plazas	56'	0	215	225	297	40	450	185	721	738	119	64	1827	1827	0	Yes			
OPTION 2 - 70% Coverage w/ Metro ROW to 59' 1.05 acre w/Venice to curb line 1. Total site 7.39 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	95,000	61,500	149	4,000	10,000	10,000	200	Open Space - .47 acres plus paseos & plazas	56'	0	272	246	297	40	450	282	721	738	70	94	1905	1905	0	Yes			
OPTION 3 - 50% Coverage with Metro ROW to 59' 1.05 acre without Venice 1.05 acre Total site 5.37 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	0	0	149	4,000	10,000	0	200	Open Space - .47 acres plus paseos & plazas	56'	0	0	0	297	0	450	185	487	504	65	64	1305	1347	-42	Yes			
OPTION 4 - 70% Coverage w/ Metro ROW to 59' 1.05 acre without Venice Total site 5.37 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	0	9,700	149	4,000	10,000	0	200	Open Space - .47 acres plus paseos & plazas	56'	0	0	39	297	0	450	282	487	504	19	94	1386	1386	0	Yes			

Note: 50% and 70% Coverage refers to podium parking using ROW

Assumes:

- Buildout massing calculations include common area and mechanical requirements of 10% for commercial/retail, 15% residential, 15% office, 10% hotel.
- Alternatives 1 thru 4, & 6 assumes allowable density based upon 4.47 acres (Includes area in Los Angeles and is a larger land area than previous plans).
4.47 acres comprises the Triangle Site and Exposition Street at 2.89 acres, Venice Properties and Exposition Street at 1.12 acres and 25 feet of the Metro ROW in L.A. and in Culver City at .47 acres.
- Alternatives 1 thru 4 & 6 assumes encroachment areas of Metro ROW, Expo Street, Venice Properties and National Blvd.
- 2 levels of parking (including encroachment areas of Metro, Expo Street, National Blvd., and Venice Properties.)
- Metro joint development with Rapid Bus Intermodal Station turn-out at Venice Blvd. and parking below, retail at grade and office or residential above.
- City of LA Joint Development for same density allowances and parking ratios as Culver City.
- Central open space of .47 acres plus paseos and at minimum 4 plazas on site.
- Alt. No. 5 allowable density based upon 2.89 acres (only triangle site and Exposition blvd street vacation).
- For calculating parking for Retail and Restaurant uses, a "Shopping Center" aggregate ratio of 1:250 was applied.
- Assumes 1,735 supplied spaces = 242 surface short term spaces and 1,493 subterranean parking supplied based on land area
- For Alt 5. - Assumes land area (2.89 ac) in Culver City only - No Metro ROW encroachment for Parking.

ALTERNATIVE 2 - WASHINGTON NATIONAL DEVELOPMENT SCENARIOS - With Hotel, 290 Residential
I. TRIANGLE SITE

OPTIONS	Density Allowed	Density Provided	Office (square feet)	Retail (square feet)	Hotel (rooms)	Hotel Restaurant (in s.f.)	Hotel Meeting Room (in s.q.)	Restaurants (square feet)	Residential (du/ac)	Comm. Bene.	Building Height	Total Hotel/Porte-cochere Surface Parking	Office Parking Required (1:350)	Retail Parking Required (1:250)	Hotel Parking Required (1:250)	Meeting Rooms/Restaurants (1:100sf)	Restaurant Parking Required (1:250)	Residential Parking Required (1:250)	P-1 Parking Available	P-2 Parking Available	Metro Field Parking	Grade-level Parking Available	Total Available Parking	Total Required Parking	Excess or Shortage of Parking (based on Parking Supplied)	Metro Prkng 600 spaces provided
OPTION 1 - 50% Coverage w/ Metro ROW to 59' 1.05 acre w/Venice to curb line 1 Total site 7.39 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	40,700	35,000	149	4,000	10,000	5,000	290	Open Space - .47 acres plus paseos & plazas	56'	0	117	140	297	20	653	185	721	738	119	64	<u>1827</u>	<u>1827</u>	0	Yes
OPTION 2 - 70% Coverage w/ Metro ROW to 59' 1.05 acre w/Venice to curb line 1. Total site 7.39 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	60,000	40,700	149	4,000	10,000	5,000	290	Open Space - .47 acres plus paseos & plazas	56'	0	172	163	297	20	653	282	721	738	70	94	<u>1905</u>	<u>1905</u>	0	Yes
OPTION 3 - 50% Coverage with Metro ROW to 59' 1.05 acre without Venice 1.05 acre Total site 5.37 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	0	0	149	4,000	10,000	0	290	Open Space - .47 acres plus paseos & plazas	56'	0	0	0	297	0	653	185	487	504	65	64	<u>1305</u>	<u>1550</u>	-245	Yes
OPTION 4 - 70% Coverage w/ Metro ROW to 59' 1.05 acre without Venice Total site 5.37 acre w/ Community Benefit	65 du/ac (4.47 ac)	65 du/ac	0	0	149	4,000	10,000	0	290	Open Space - .47 acres plus paseos & plazas	56'	0	0	0	297	0	653	282	487	504	19	94	<u>1386</u>	<u>1550</u>	-164	Yes

Note: 50% and 70% Coverage refers to podium parking using ROW

Assumes:

- Buildout massing calculations include common area and mechanical requirements of 10% for commercial/retail, 15% residential, 15% office, 10% hotel.
- Alternatives 1 thru 4,& 6 assumes allowable density based upon 4.47 acres (Includes area in Los Angeles and is a larger land area than previous plans).
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- For Alt 5. - Assumes land area (2.89 ac) in Culver City only - No Metro ROW encroachment for Parking.

**ESTIMATED PARKING EFFECIENCY COMPARISONS
WASHINGTON NATIONAL**

Subterranean Parking Levels

321,755 total square feet on P1

321,755 total square feet on P2

643,510 total square feet combined

Parking stalls in revised plan: 919 stalls per floor at 350 sq. ft. per stall
(321,755 sf total/350 sf per stall)

Parking stalls in prior plan: 656 stalls per floor at 490 sf per stall
(321,755 sf total/490 sf per stall) smaller footprint with more floors

	Spaces	Cost per Space	Total cost
Prior Plan:	1100	\$54,545	\$60,000,000
Revised Plan:	1900	\$35,000	\$66,500,000

$(\$60,000,000 / 1100 \text{ stalls} = \$54,545 \text{ per stall})$

$(\$66,500,000 / 1900 \text{ stalls} = \$35,000 \text{ per stall})$

- Over 35% reduction in per-stall cost ($\$54,545 - 35\% = \$35,454$)
- Increase of 800 stalls for approx 10% additional cost, or \$8125 per stall
($\$66,500,000 - 60,000,000 = \$6,500,000 / 800 [1900 - 1100] = \8125 each stall)

PARKING NUMBERS WITH AND WITHOUT METRO ROW AND VENICE BLVD

With Venice

Acreage ROW - 2.69 acre

At 50% Coverage

Total P1 - 721
Total P2 - 738
At grade - 64
Podium - 185 (106/79)
Metro field parking - 119
Total stalls ROW - 748
Total parking with ROW - 1827
Total parking w/o ROW - 1079

At 70% Coverage

Total P1 - 721
Total P2 - 738
At grade - 94
Podium - 282 (158/124)
Metro field parking - 70
Total stalls ROW - 826
Total parking with ROW - 1905
Total parking w/o ROW - 1079

Without Venice

Acreage Venice Blvd - 2.02 acre
Stalls Venice Blvd - 468

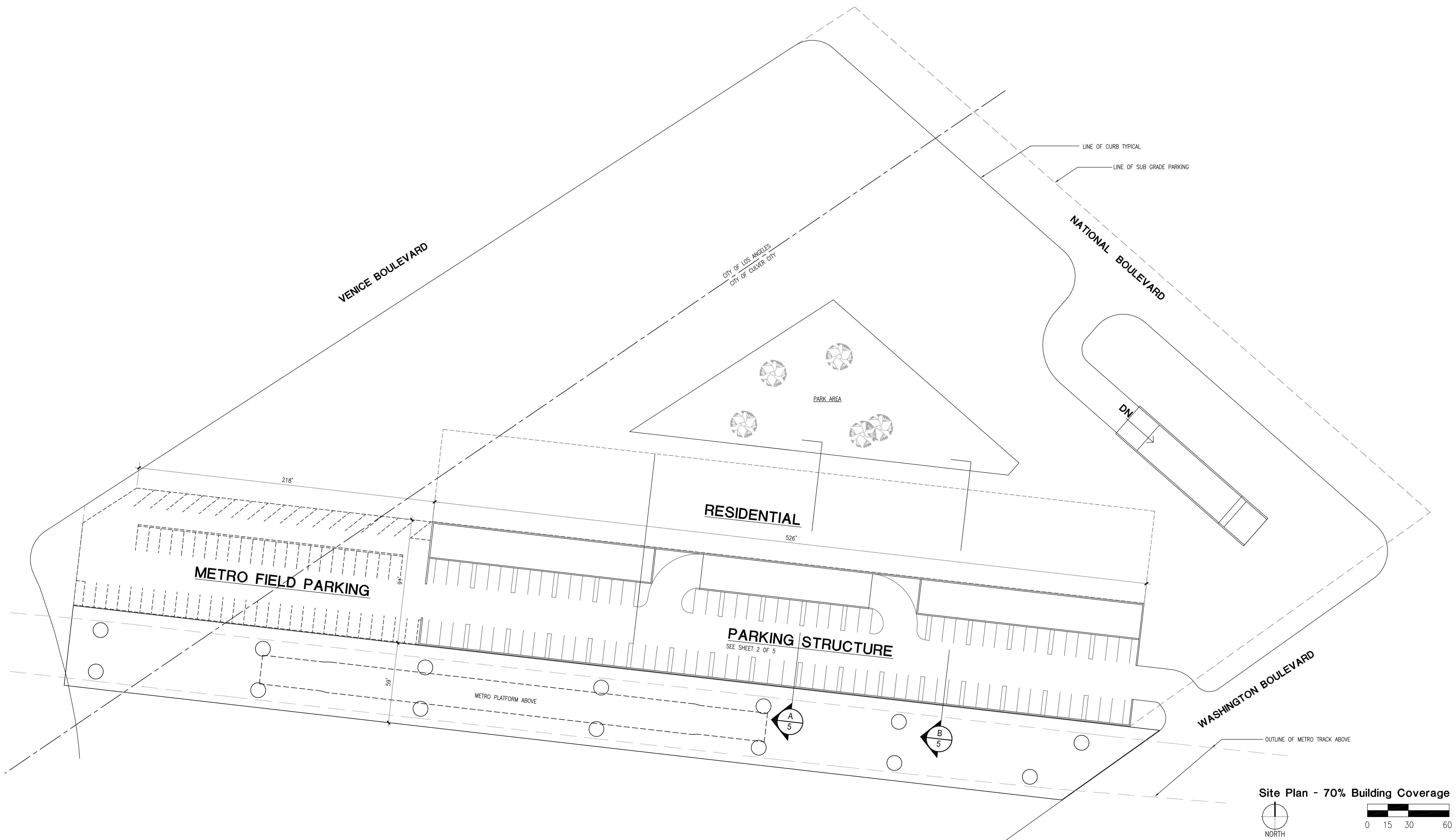
At 50% Coverage

Total P1 - 487
Total P2 - 504
At grade - 64
Podium - 185 (106/79)
Metro field parking - 65
Total stalls ROW - 694
Total parking with ROW - 1305
Total parking w/o ROW - 611

At 70% Coverage

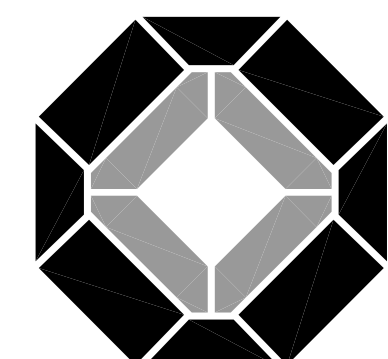
Total P1 - 487
Total P2 - 504
At grade - 94
Podium - 282 (158/124)
Metro field parking - 19
Total stalls ROW - 775
Total parking with ROW - 1386
Total parking w/o ROW - 611

Total surface parking on triangle site (per Expo) - 630

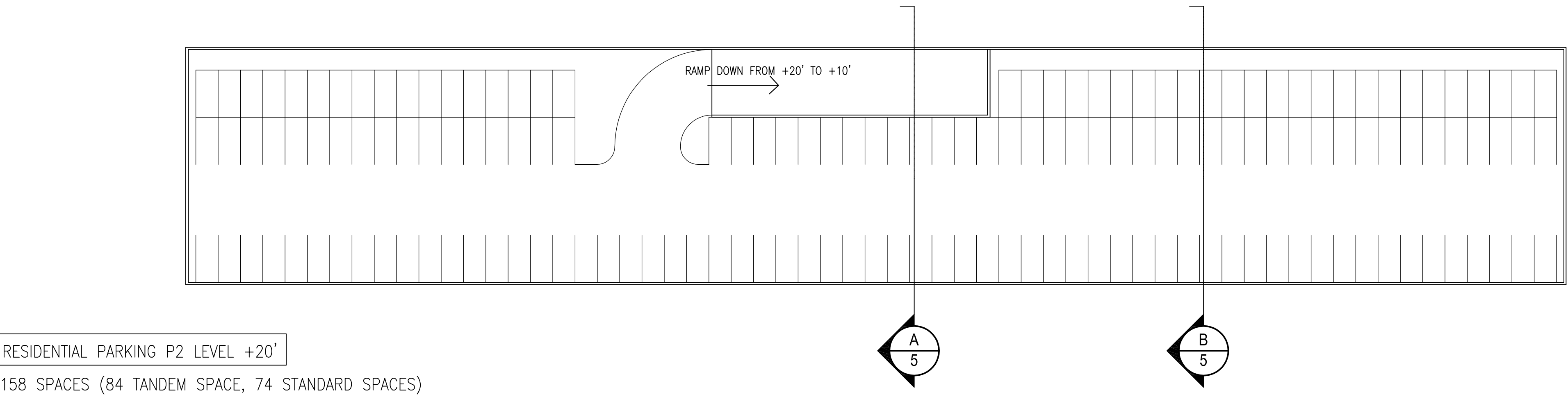
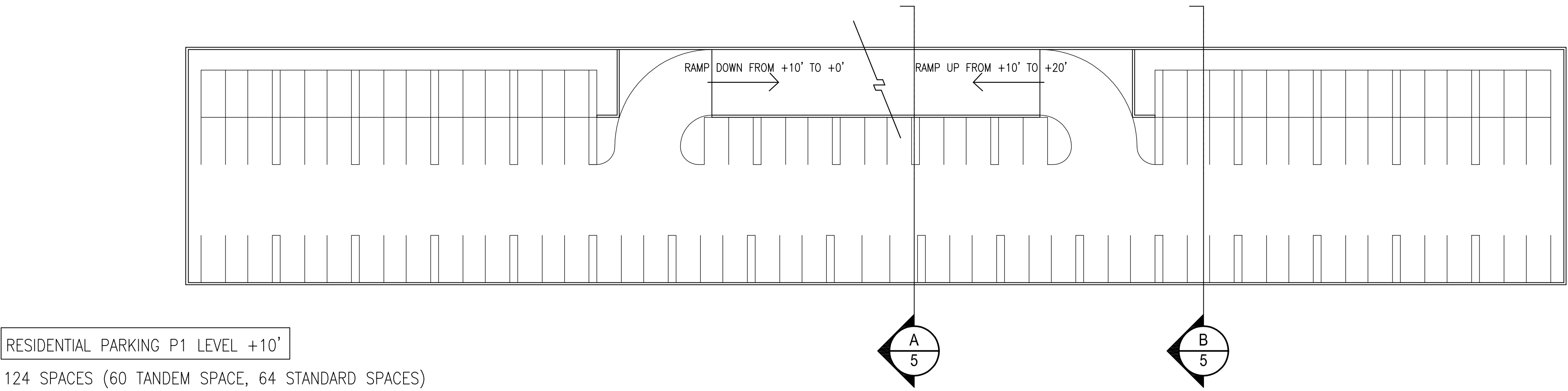
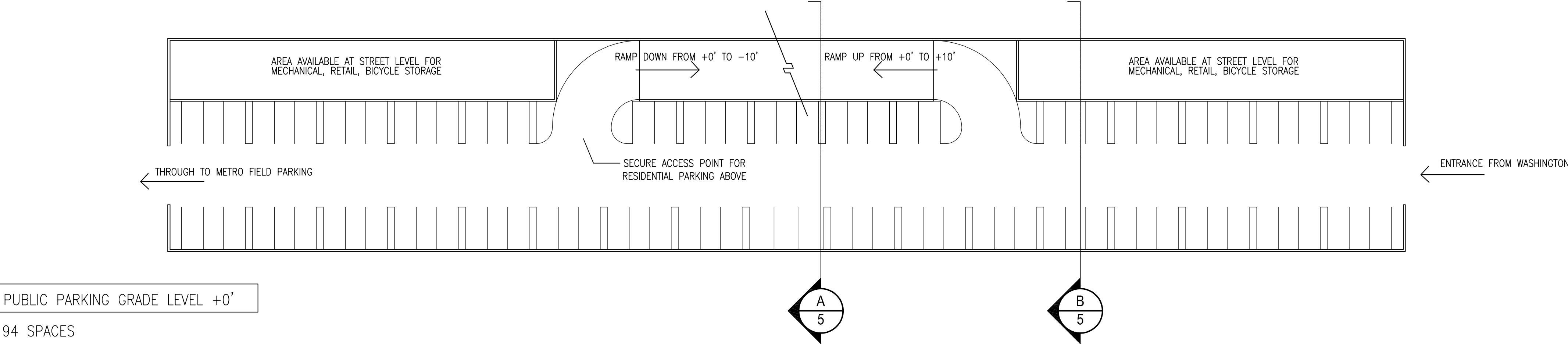


Washington/National Site Parking Study

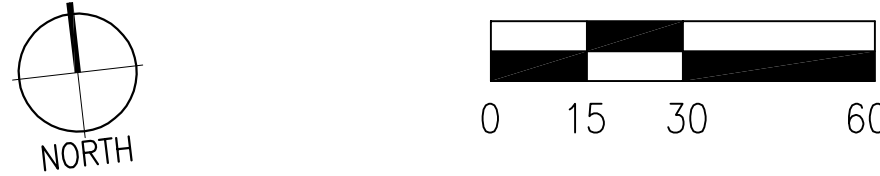
Culver City, California



KTGYGROUP, INC.
Architecture Planning
1411 5TH STREET SUITE 300
SANTA MONICA, CA 90401
(310) 394-2623
(310) 439-3959 FAX
Santa Monica, California

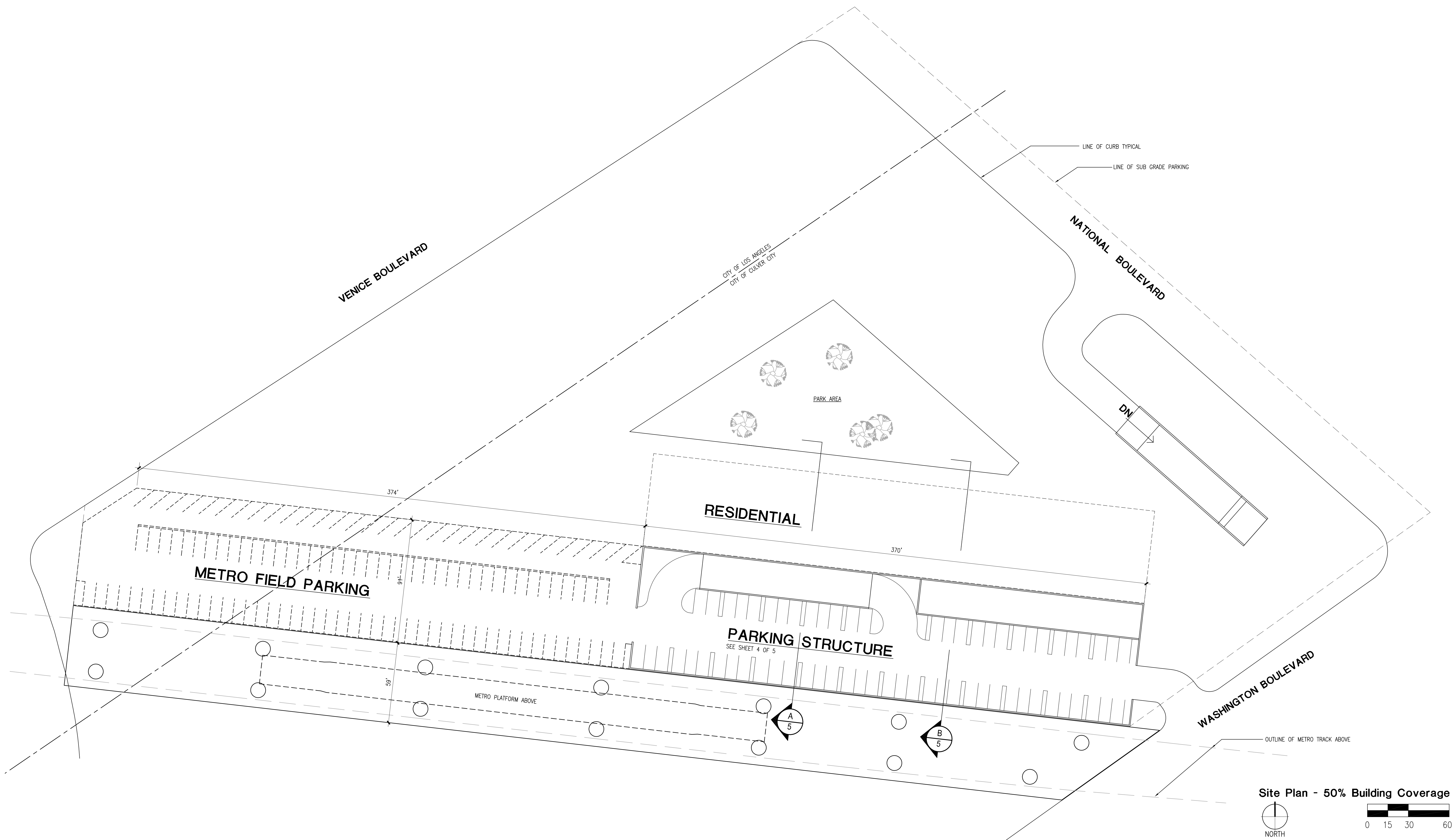


Parking Garage Plan - 70% Building Coverage

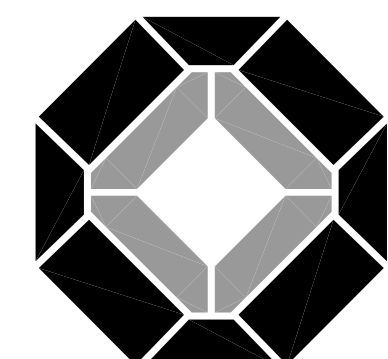


Washington/National Site Parking Study

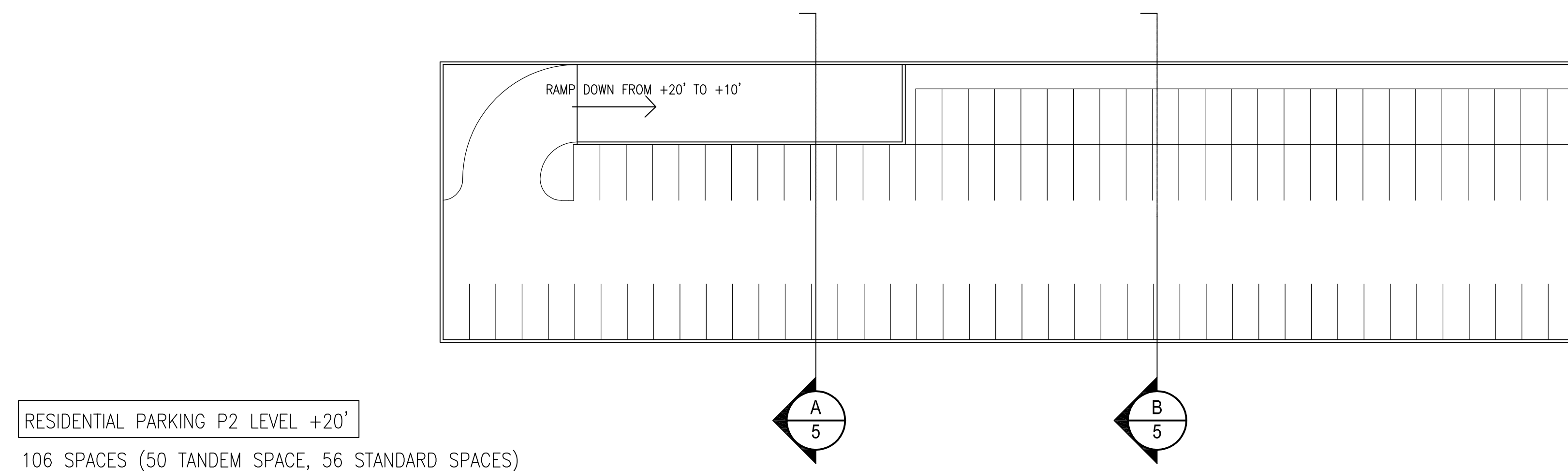
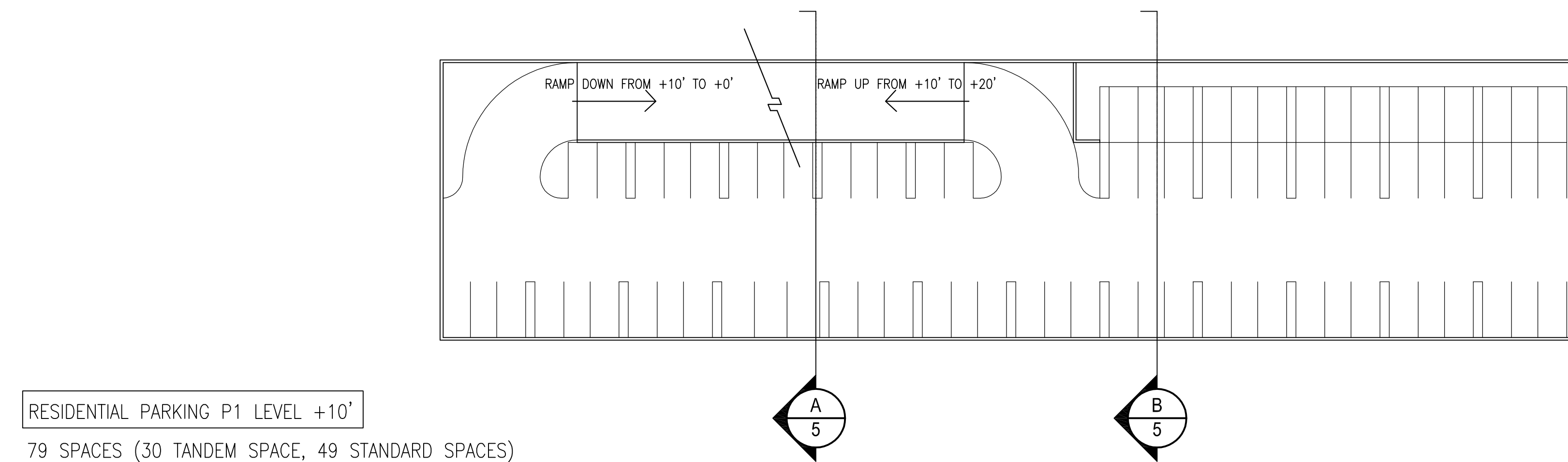
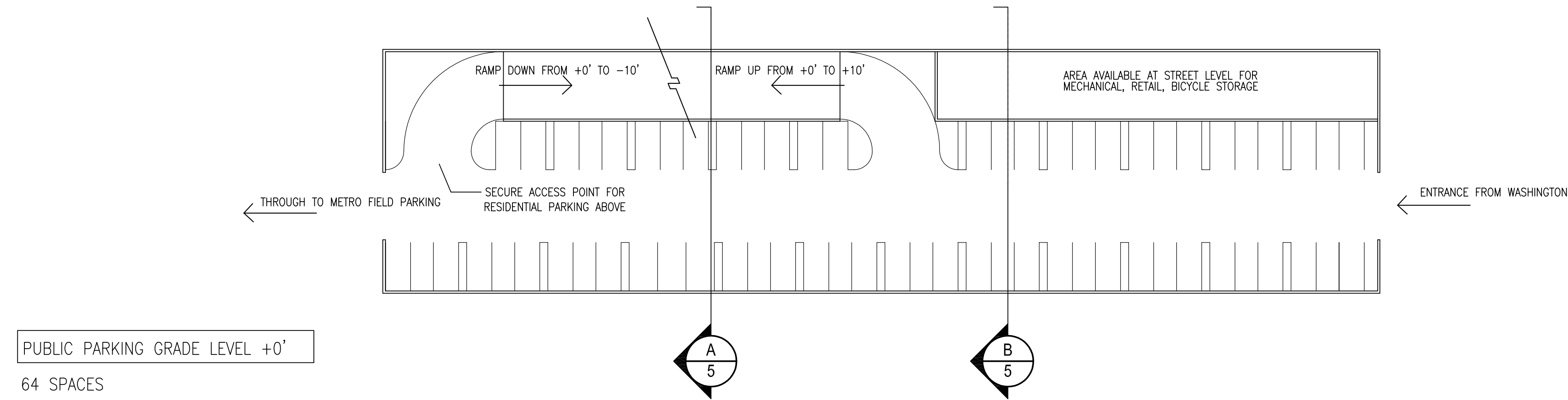
Culver City, California



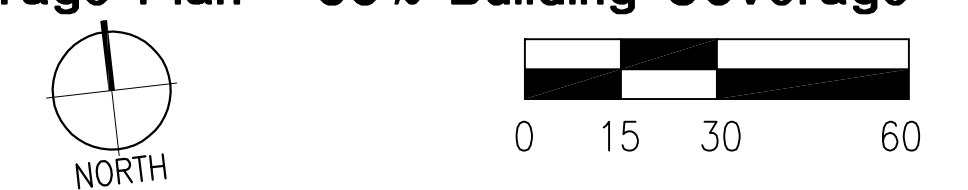
Washington/National Site Parking Study Culver City, California



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 SANTA MONICA, CA 90401
 (310) 394-2623
 (310) 439-3959 FAX
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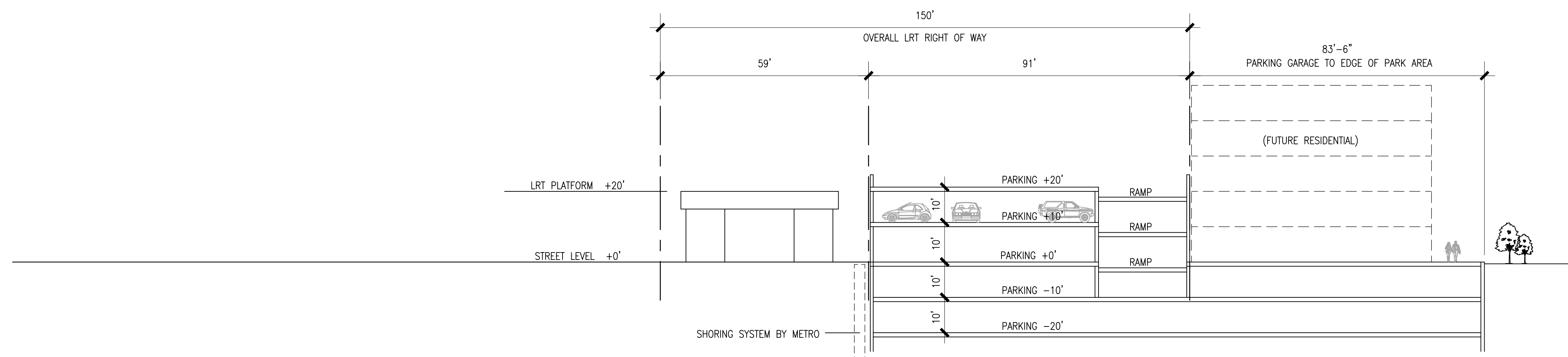


Parking Garage Plan - 50% Building Coverage

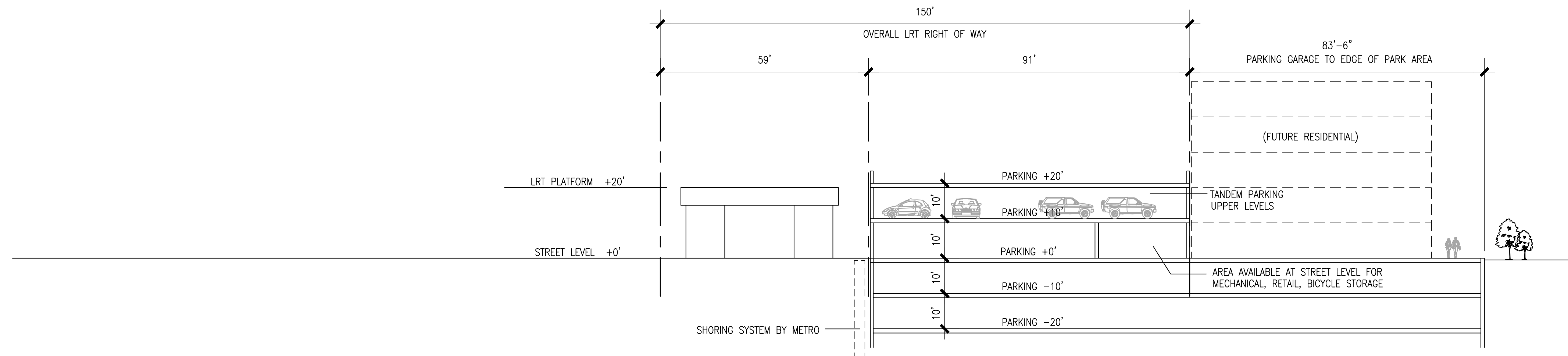


Washington/National Site Parking Study

Culver City, California

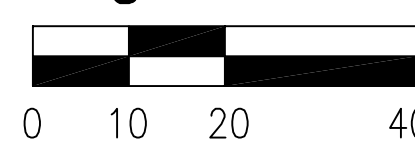


SECTION A



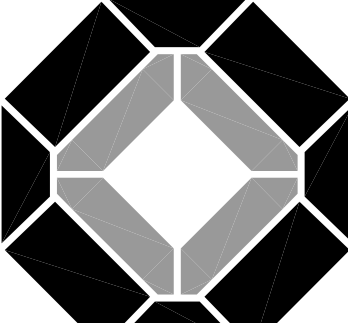
SECTION B

Parking Garage Sections



Washington/National Site Parking Study

Culver City, California



KTGYGROUP, INC.
 Architecture Planning
 1411 5TH STREET SUITE 300
 SANTA MONICA, CA 90401
 (310) 394-2623
 (310) 439-3959 FAX
 Santa Monica, California



CITY MANAGER'S OFFICE
CITY OF CULVER CITY

JERRY B. FULWOOD
City Manager

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

(310) 253-6000
FAX (310) 253-6010

October 27, 2008

Exposition Metro Line Construction Authority
707 Wilshire Blvd., Suite 3400
Los Angeles, CA 90017

Attention: Roger Snoble
Chief Executive Officer

Re: Letter of Intent re Culver City Redevelopment Agency Payment for
Certain Station Column Redesign Costs

Dear Roger:

Please be advised that pursuant to authority granted the undersigned by the Culver City Redevelopment Agency (the "Agency") at its meeting of October 27, 2008, this is a letter of intent of the Agency to pay up to \$250,000 pursuant to the following paragraph (plus 10% contingency subject to prior written approval of Agency Executive Director) for the Washington National EXPO station (the "Station") columnar redesign costs incurred by the Exposition Metro Line Construction Authority (the "Authority") as reasonably necessary to accommodate proposed Agency parking facilities within the Station Metro Right of Way (the "Letter of Intent"). This Letter of Intent is subject to the execution by the parties of definitive agreements consistent herewith as may be required to comply with legal requirements applicable to the parties.

Funds payable under this Letter of Intent shall be paid by the Agency to the Authority in three monthly payments, commencing with an initial monthly payment on the date of this letter in the amount of Eighty Three Thousand Three Hundred and Thirty Three Dollars (\$83,333). Funds once paid by the Agency to the Authority under this Letter of Intent shall be non-refundable to the Agency. The Agency reserves the right to terminate this Letter of Intent at any time for any reason upon written notice to the Authority, and upon such termination no further payments shall be due to the Authority from the Agency hereunder.

The Agency appreciates your cooperation and willingness to work with our community to implement our respective programs in such a mutually beneficial manner.

Sincerely,

Jerry Fulwood
City Manager