

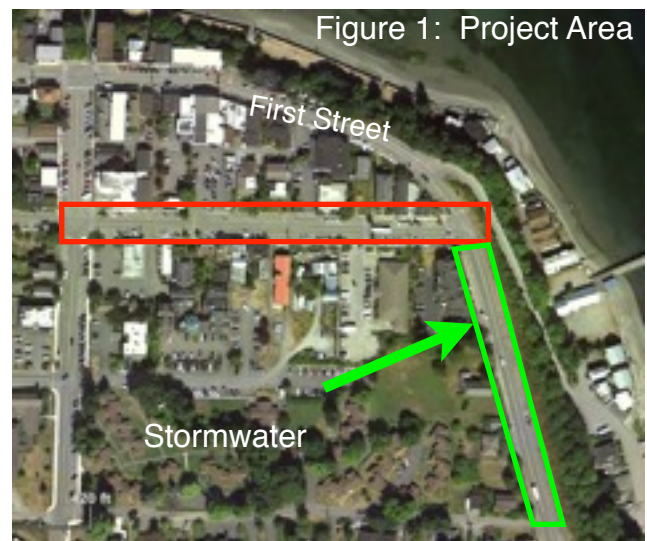
STREETSCAPE DESIGN SERVICES REQUEST FOR QUALIFICATIONS

SUMMARY

The City of Langley, located on the south end of Whidbey Island, seeks proposals from qualified designers and firms to provide streetscape design and engineering services for Downtown Langley. The project includes two phases; Phase I consisting of conceptual design, planning and public involvement and Phase II consisting of detailed design engineering and permitting. The contract will be for both Phase I and II and applicants are encouraged to team up with other design professionals to create a well rounded interdisciplinary design team in association with the City's Director of Community Planning. It is critical that the design team include a dynamic, creative and imaginative design professional(s) that has a demonstrated record of success on similar projects. This project is an opportunity to explore new and innovative ways to design streets and public spaces that enhance the social, environmental and economic climate in Downtown Langley while serving as a demonstration project and inspiration for other similar projects around the state and nation. The design team will work closely with the Director of Community Planning to create a studio environment that will help facilitate the design process and public involvement. Ability and commitment to participating in design sessions in Langley is a must.

PROJECT BACKGROUND

Second Street, between Anthes Avenue and Cascade Ave in Downtown Langley (See Figure 1 for Project Area), is in poor structural condition and must be reconstructed. The project area includes approximately 800 linear feet of street right of way that is 70' in width and includes the two intersections at the east and west ends of the project area.

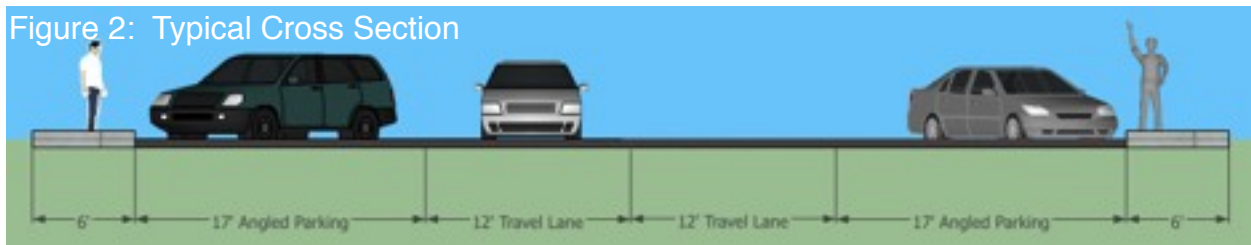


With the need to reconstruct the street is an opportunity to enhance the downtown area through expansion and improvements to pedestrian space, landscaping, stormwater drainage, public art, lighting and placing utilities underground. The city has an opportunity to redefine Second Street to have a long lasting positive impact on the design and vitality of the downtown core as well as the reducing environmental impacts by incorporating green design principles. The specific details of the plan will be determined during the planning and conceptual design phase of the project that will be centered around a robust public involvement process that brings together interested stakeholders to inform the design process. The planning and conceptual design phase will address broader issues within the downtown core including parking and circulation as they relate to the redesign of Second Street.

EXISTING CONDITIONS

Second Street is located within a 70' wide right of way that currently is used predominantly for vehicular travel and angled on-street parking. The existing sidewalks are 6' wide despite the street's orientation towards pedestrian scale retail on some portions of the street. Street lighting is provided by lights on utility poles that are more typical of suburban auto-oriented development than a pedestrian oriented downtown. While there are pockets of pedestrian oriented uses the street as a whole lacks a consistent street edge or street wall particularly along the north side of the street (See Figure 2 for cross section). In recent years bulb out planting areas have been added at key intersections that have softened the large expanses of asphalt and beautified the streetscape. The project area is connected to other areas of the downtown, including First and Third Streets via pedestrian alley's that are a strong character defining features in Downtown Langley. The intersections of Second Street and the pedestrian alley's are opportunities for gateway elements that celebrate the pedestrian orientation of the downtown and interconnectivity.

Figure 2: Typical Cross Section



Stormwater along Second Street is handled via a traditional curb and gutter system where stormwater sheet flows to drainage catch basins located on the west end of

Second Street before eventually flowing through the system outfall to the Puget Sound. Opportunities for incorporating rain gardens and low impact development should be explored during the design process.

PARKING STUDY

Second street has front angled parking spaces along both sides of the street. These spaces provided convenient short term parking for retail customers, but also limit pedestrian areas by taking up a significant portion of the street width. In order to assess design opportunities for expanded public space along Second Street a downtown parking study will be performed. Unlike suburban style shopping areas with exclusive on-site parking, the downtown is served by a mix of public and private parking areas that collectively support the overall parking demand in the downtown. The results of the study will also inform revisions to the city's parking requirements for the downtown district to effectively serve the overall downtown parking demand while supporting infill development, public space expansion and improvements, walkability and vitality.

PUBLIC INVOLVEMENT

Advisory Committee

While the scope of work identifies potential design opportunities the preferred option will be driven in part by input from citizens, property owners and business owners. A Second Street Advisory Committee will be formed to guide the development of the plan and conceptual design. The committee will consist of a mix of stakeholders including citizens, design professionals, property owners and business owners. The public involvement plan is as follows:

Project Team

The project team will consist of all members of the design team and other city staff to provide for more specific input and direction from city staff in the planning and design of Second Street. The project team will include:

- Jeff Arango, Director of Community Planning
- Larry Kwarsick, Mayor

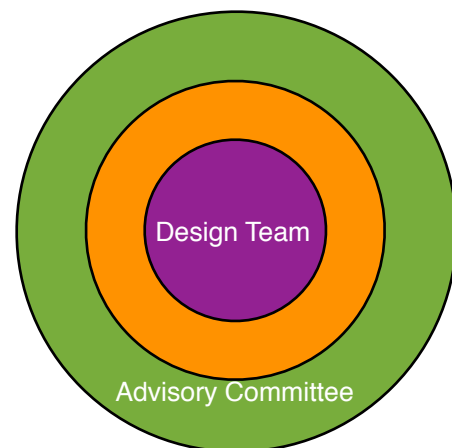


Figure 3: Organizational Structure

- Challis Stringer, Public Works Director
- Ryan Goodman, City Engineer (as needed)
- Design Team Consultants

Design Team

The design team is responsible for managing the public process and completing the technical work and design for the planning and conceptual design phase of the project. Consultants selected to be part of the design team will continue work on the project through preliminary and final design and engineering. It is anticipated that the design team will establish a design studio in existing space within the city to facilitate public involvement and promote an interdisciplinary design process. The design team will consist of:

- Jeff Arango, Director of Community Planning - Project Manager/Design Lead
- Landscape Architect/Architect Consultant
- Landscape Architect/Landscape Designer Consultant
- Engineer Consultant
- Public Artist

DRAFT Project Timeline + Events

March 1, 2012 - Consultants hired and design team solidified

March 10, 2012 - Project kick off meeting with the project team to review the scope of work and existing conditions.

April 1, 2012 - Project kick-off event @ large public venue

- Presentation by the design team on existing conditions and design opportunities including project precedents.
- Establish project website (or use designlangley.org)
- Social media sites

May 1-3, 2012 - Design Charrette (3 Days)

- Presentation on existing conditions, design options
- Public input/workshop on important issues and design suggestions
- Interviews with key stakeholders
- Conceptual design alternatives developed by design team
- Wrap up sessions with presentation of design concepts and feedback
- Post Charrette summary information on www.designlangley.org for additional feedback

July 1, 2012 - Design Alternatives Presentation

- Public input accepted
- Revise alternatives based on input

August 1, 2012 - Presentation of Preferred Design

- City Council, Planning Advisory Board, Design Review Board

SUBMITTAL REQUIREMENTS + DETAILS

Required Elements

1. **Key Personnel** - A list of all members of the design team, their resumes, qualifications and history on similar projects
2. **Project Approach** - Describe how the project team would approach the project in terms of both the design process and public process.
3. **Design Experience** - Three examples of work on similar type projects (excerpts and graphics are acceptable rather than sending larger documents) including innovative approaches to design
4. **Environmental Planning and Permitting** - Describe the project teams experience with environmental planning and permitting on similar projects
5. **Ability to meet schedule** - Availability of key project members and ability to meet the proposed timeline
6. **References** - Three references from work on similar project
7. **Disadvantaged Business Enterprise (DBE)** - Ability to provide DBE participation

Project Budget

The budget for the project shall not exceed the following dollar amounts.

Phase I: **\$40,000**

Phase II: **\$210,000**

Upon completion of design and permitting the selected firm(s) may be considered for construction administration through a supplemental agreement.

Submittal + Review Timeline

Proposals Due: Friday January 13th

Interviews: As needed, the week of January 23, 2011

Send proposals and any questions to:

Jeff Arango, Director of Community Planning
City of Langley
PO Box 366
Langley, WA 98260

The Recipient, in accordance with Title VI of the civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure than in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 23 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on grounds of race, color, national origin, or sex in consideration for an award.