

MEETING DATE: 3.24.14

AGENDA ITEM: Approval of an Agreement for Consulting Landscape Architecture Services for the Development of a Streetscape Plan for the Washington National Transit Oriented Development District.

ATTACHMENTS

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1. Transit Oriented Development District Map	1
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TRANSIT ORIENTED DEVELOPMENT DISTRICT

 Density up to 65 DU/AC with
Community Benefit Under Mixed Use Ordinance

December 4, 2013

Elaine Gerety-Warner, Senior Management Analyst
Community Development Department
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

**Re: Request for Proposals for Landscape Design Services - Transit Oriented Development
District - Washington National Streetscape Plan**

Dear Ms. Gerety-Warner,

It is a privilege to submit for your consideration our qualifications and proposal for the *Washington National Streetscape Plan* project.

AHBE has dedicated over 25 years to designing local, socially relevant and sustainable spaces. Our success and reputation in sustainable streetscape design and planning come from a commitment to improving urban life, with minimal impact and maximum benefit to the natural environment. We believe that urban infrastructure and streetscape is the perfect setting to synthesize and integrate people with nature, while transforming the social and environmental welfare of the area.

AHBE's progressive approach to streetscape planning means we bring technologically innovative and sustainable solutions to the design of our projects. Within this proposal, our collection of streetscape projects demonstrates our collaboration with multiple stakeholders as well as the incorporation of sustainable technologies. While every project brings its own set of challenges, we believe the goals and objectives set forth by the city of Culver City align with our own design goals, objectives and skills.

The *Washington National Streetscape Plan* project has tremendous potential to demonstrate how a sense of identity and a model for sustainability can be created within an urban environment - as well as an opportunity to demonstrate landscape and streetscape design as a tool for promoting a more livable, accessible, and vibrant neighborhood. AHBE will deliver an innovative, creative, and sustainable solution that can be replicated throughout Culver City - and serve as a regional model for future development.

Thank you very much for your time and consideration, and we look forward to hearing from you in regards to the next steps of the selection process. If you have any questions or require additional information, please feel free to contact me directly at 310-838-0448 x21, or at emather@AHBE.com.

Yours Very Truly,



Evan Mather, RLA, ASLA
Principal

CONCEPTUAL DESIGN APPROACH

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

An exciting transformation is happening in Culver City!

Spurred by the arrival of the Expo Line from downtown Los Angeles, a series of new Transit Oriented Developments (TODs) are being planned and constructed near the intersection of Washington and National Boulevards.

These TODs include Access Culver City, a 115-unit mixed use development by Greystar Real Estate; The Platform at Culver Station by the Runyon Group; and a future development directly adjacent to the Expo Culver City station. Furthermore, the Expo Line itself is currently being extended to Santa Monica with service anticipated to commence in 2015.

These new developments necessitate the implementation of *common area* improvements to form “a cohesive and

attractive pedestrian environment” within an area designated the *Washington National Transit Oriented Development District*.

The district has a rich history, dating back to 1924, with the construction of the Hal Roach Studios on Washington Boulevard near National. On this site (see Exhibit A), the studio produced comedies by Laurel and Hardy, Our Gang, and Harold Lloyd - who filmed portions of his eponymous film *Safety Last!* along the Santa Monica Air Line and Pacific Electric Railroad (now Expo Line) alignment.

As stated in the RFQ/RFP, the City intends this TOD district “to promote area revitalization and low impact development” via the planning and implementation of pedestrian friendly streetscape enhancements including canopy street trees, street furniture, graphics, and new crosswalk paving.

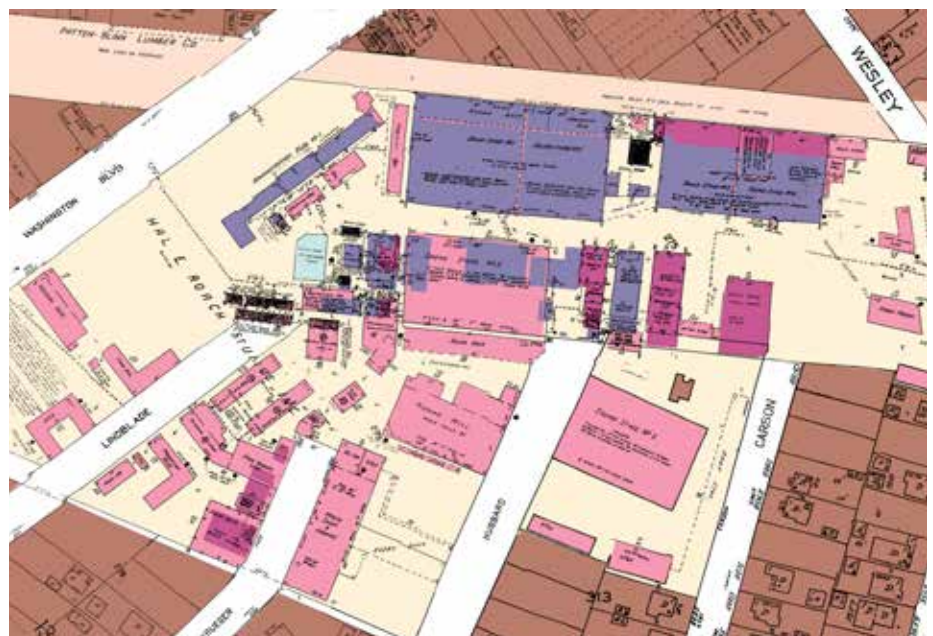


Exhibit A: Hal Roach Studios, Culver City, graphic by Piet Schreuders

We see an opportunity to leverage the high profile of the district with the implementation of the new common area improvements to create an environment that is pedestrian-oriented, inherently connected by the Los Angeles region via mass transit, respective of its historic character, and focused on sustainability - specifically energy conservation and stormwater management.

We envision a TOD district with a signature tree canopy in lieu of the current palm oriented scheme, distinct decorative (and possibly permeable) unit pavers, bioswales and filtration/infiltration planters with low water-use plant material, a structural soil system to accommodate tree health and root growth, LED pedestrian and overhead lighting, comfortable well-placed site furniture, and environmental graphics that convey a dynamic, contemporary urban lifestyle.

The district is defined by four distinct urban design treatments as depicted on Exhibit B:

- 1) The spine of the district is Washington Boulevard itself, from the Helms Bakery complex, westward through and under the Expo Line alignment, to Robertson Boulevard. We propose shifting the bus queuing from Robertson and Venice Boulevards to a length adjacent to the Culver City Expo station and designating this the *Washington Boulevard Transit Mall*. This pedestrian mall is characterized by an upright architectural street tree (e.g. *Ginkgo biloba*, placed at a maximum 30 feet on center) in iron tree grates, concrete unit pavers, and a 3 foot wide planted buffer in back of the curb. The curb will be punctuated with inlets to capture and infiltrate stormwater and urban runoff without impacting the existing

road profile. This planted strip will be regularly interrupted to accommodate parking and bus stops. We anticipate no net loss in parking or change in traffic patterns. Three new decorative treatments (unit pavers) at existing crosswalks (Wesley, Landmark, National) will augment the *Washington Boulevard Transit Mall*.

- 2) Venice Boulevard forms the front door to the district on its northern edge. This length is characterized by commercial businesses, driveways, overhead utilities, and a wide (24 feet) right-of-way devoid of significant vegetation. Furthermore, the businesses freely use the 10 foot wide sidewalk to display merchandise. We propose removing the driveways, narrowing the sidewalk slightly - banning its use as expanded showroom space - and creating a wide, planted bioswale (with *Platanus mexicana* or *Tipuana tipu* placed at a maximum 30 feet on center) to capture stormwater and buffer pedestrians from the busy boulevard. This section will be known as the *Venice Boulevard Bioinfiltration Channel*. As transit users descend from the Expo station platform, imagine their views of this comfortable, pedestrian-focused streetscape treatment and the sustainable image Culver City will be projecting.
- 3) As mentioned previously, we propose shifting the bus queuing zone away from Robertson Boulevard. This street and National Boulevard will become pleasant walkable *green streets* connecting Venice and Washington Boulevards. These connectors will be characterized by 5 foot wide sidewalks of decorative concrete unit pavers, upright flowering street trees (e.g. *Lagerstromia faureii* or *Spathodea*

campanulata placed at a maximum of 30 feet on center), and a 2-3 foot wide planted strip in back of curb to buffer pedestrians and capture stormwater. We anticipate no change to the existing roadway profile or traffic patterns as a result of any additional planted bulb-outs.

- 4) We will maintain Wesley Street at its current neighborhood-scale pedestrian character, taking advantage of amenities and open space from the adjacent Access development and augmenting the street with *green street* features such as permeable paving and infiltration planters. Flowering

street trees (e.g. *Lagerstromia faureii* or *Spathodea campanulata* placed at a maximum of 30 feet on center) and environmental graphics will visually connect the street with the rest of the district. Successful implementation of this *Wesley Green Street* will set a standard for implementing them throughout Culver City's residential neighborhoods.

Per your request we have developed a *Preliminary Statement of Potential Project Budget* (Exhibit C) based on recently constructed precedent projects with similar design treatments. While there are many unknowns at this conceptual stage,

we expect that a budget just under \$4.7 million is a sufficient starting point for the *Washington National Streetscape Plan*. (Note that this budget includes many prorates, including a healthy 20% design contingency.)

Our vision for the *Washington National Transit Oriented Development District* will evolve as we meet with City staff and project stakeholders, solicit input from the City Council, and review existing utility and development plans.

AHBE is uniquely qualified for this project - not only based on our successful implementation of similar *green street*

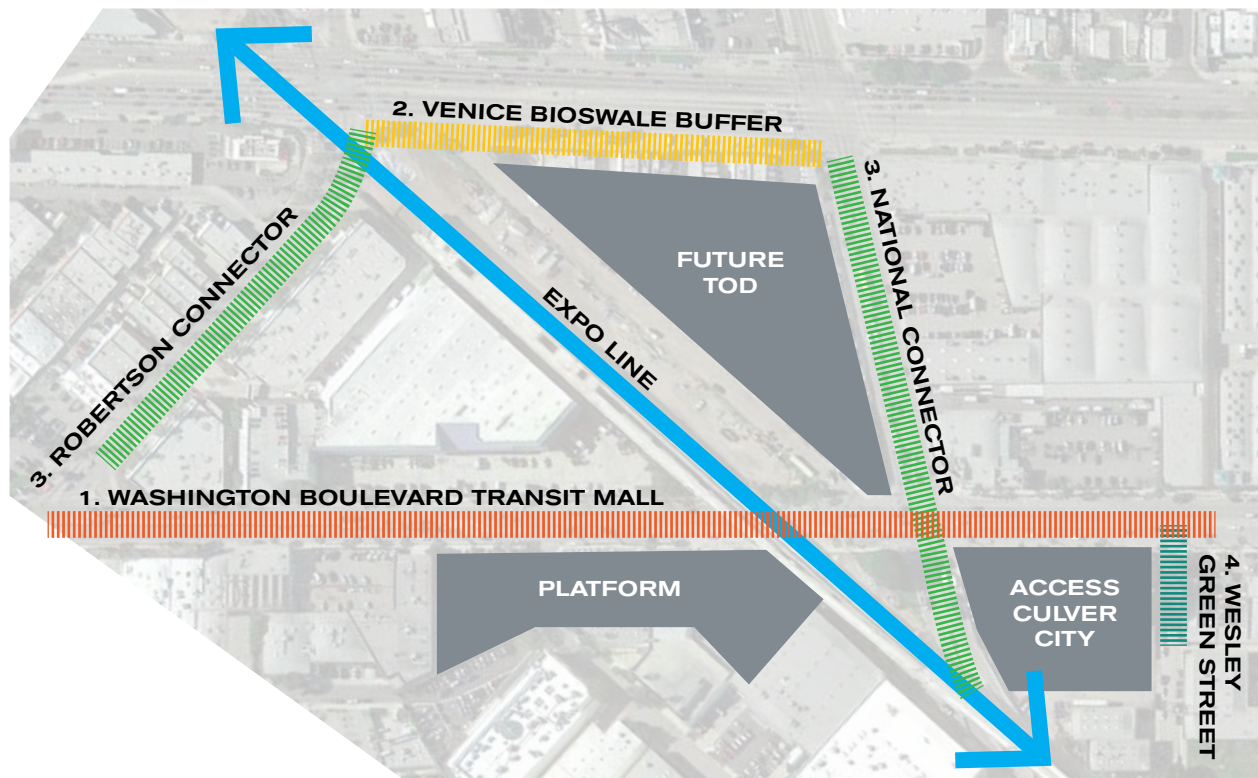


Exhibit B: Washington National Transit Oriented Development District Conceptual Diagram

developments in downtown Los Angeles (South Park), Santa Monica (20th Street and Cloverfield Boulevard), and Burbank (Lake Street and the Burbank Water and Power Eco-Campus), but also due to our intimate familiarity with the district where we have worked and shopped for decades.

We have enlisted a talented group of subconsultants to assist with the *Washington National Streetscape Plan*. Our team includes KOA Corporation - civil engineers with a long-standing relationship with the City who will evaluate the feasibility of proposed LID features; Linespace, environmental graphic designers also based in Culver City who will deliver concepts for a signage system to identify the district with a unique visual character; and KDM Meridian who will provide surveying services for the project.

Washington National Streetscape Plan Area										GRAND TOTAL	\$4,669,258.78
PRORATES											
SITE DEMOLITION	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
Tree Removal Including Stump	each	62	\$750.00	\$46,500.00	\$3,952.50	\$930.00	\$3,952.50	\$9,300.00	\$64,635.00		
Sawcut and Remove Existing 4" P.C.C. Sidewalk	s.f.	51,160	\$4.50	\$230,220.00	\$19,568.70	\$4,604.40	\$19,568.70	\$46,044.00	\$320,005.80		
Unclassified Excavation - Proposed Planting Areas - 24" Depth	c.y.	1,621	\$60.00	\$97,244.44	\$8,265.78	\$1,944.89	\$8,265.78	\$19,448.89	\$135,169.78		
Unclassified Excavation - Proposed Tree Pits - 48" Depth	c.y.	1,451	\$60.00	\$87,040.00	\$7,398.40	\$1,740.80	\$7,398.40	\$17,408.00	\$120,985.60		
Unclassified Excavation - Proposed Pedestrian Concrete	c.y.	432	\$60.00	\$25,903.70	\$2,201.81	\$518.07	\$2,201.81	\$5,180.74	\$36,006.15		
											\$676,802.33
SITE EARTHWORK	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
Top Soil - Planting Areas - 24" Depth	c.y.	1,621	\$45.00	\$72,933.33	\$6,199.33	\$1,458.67	\$6,199.33	\$14,586.67	\$101,377.33		
Top Soil - Tree Pits - 48" Depth	c.y.	544	\$45.00	\$24,480.00	\$2,080.80	\$489.60	\$2,080.80	\$4,896.00	\$34,027.20		
Fine Grading Including Soil Preparation, Excavation, Amendments	s.f.	21,880	\$3.50	\$76,580.00	\$6,509.30	\$1,531.60	\$6,509.30	\$15,316.00	\$106,446.20		
Soil Testing	each	10	\$250.00	\$2,500.00	\$212.50	\$50.00	\$212.50	\$500.00	\$3,475.00		
											\$245,325.73
SITE PAVEMENT	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
6" Concrete Curb and Gutter (Stormwater Catchment)	l.f.	4,300	\$35.00	\$150,500.00	\$12,792.50	\$3,010.00	\$12,792.50	\$30,100.00	\$209,195.00		
Sidewalk, Concrete Unit Pavers	s.f.	34,970	\$15.00	\$524,550.00	\$44,586.75	\$10,491.00	\$44,586.75	\$104,910.00	\$729,124.50		
Driveways, 4" Concrete	s.f.	2,880	\$7.50	\$21,600.00	\$1,836.00	\$432.00	\$1,836.00	\$4,320.00	\$30,024.00		
Decorative Crosswalk	each	3	\$30,000.00	\$90,000.00	\$7,650.00	\$1,800.00	\$7,650.00	\$18,000.00	\$125,100.00		
6" Concrete Curb	l.f.	2,690	\$20.00	\$53,800.00	\$4,573.00	\$1,076.00	\$4,573.00	\$10,760.00	\$74,782.00		
											\$1,168,225.50
SITE FURNITURE	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
Tree Grates (Ironsmith 4x6 "Market Street" + BlackMax + Frame)	each	71	\$1,500.00	\$106,500.00	\$9,052.50	\$2,130.00	\$9,052.50	\$21,300.00	\$148,035.00		
Bike Racks (Simple-Lok)	each	20	\$400.00	\$8,000.00	\$680.00	\$160.00	\$680.00	\$1,600.00	\$11,120.00		
Trash Receptacles (Landscape Forms "Scarborough")	each	12	\$1,750.00	\$21,000.00	\$1,785.00	\$420.00	\$1,785.00	\$4,200.00	\$29,190.00		
Benches (Landscape Forms "Towne Square")	each	20	\$1,250.00	\$25,000.00	\$2,125.00	\$500.00	\$2,125.00	\$5,000.00	\$34,750.00		
											\$223,095.00
SITE PLANTING	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
36" Box, Canopy Tree	each	153	\$1,125.00	\$172,125.00	\$14,630.63	\$3,442.50	\$14,630.63	\$34,425.00	\$239,253.75		
1 Gallon, Shrub/GC, 18" o.c.	s.f.	21,880	\$12.00	\$262,560.00	\$22,317.60	\$5,251.20	\$22,317.60	\$52,512.00	\$364,958.40		
Silva Cell	each	81	\$3,000.00	\$243,000.00	\$20,655.00	\$4,860.00	\$20,655.00	\$48,600.00	\$337,770.00		
Weed Control	s.f.	21,880	\$0.25	\$5,470.00	\$464.95	\$109.40	\$464.95	\$1,094.00	\$7,603.30		
Root Control Barrier	l.f.	2,754	\$1.25	\$3,442.50	\$292.61	\$68.85	\$292.61	\$688.50	\$4,785.08		
3" Wood Mulch for Planting Areas	s.f.	21,880	\$1.25	\$27,350.00	\$2,324.75	\$547.00	\$2,324.75	\$5,470.00	\$38,016.50		
90 Day Maintenance	s.f.	21,880	\$1.00	\$21,880.00	\$1,859.80	\$437.60	\$1,859.80	\$4,376.00	\$30,413.20		
											\$1,022,800.23
WAYFINDING	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
District Identity Signage	each	4	\$25,000.00	\$100,000.00	\$8,500.00	\$2,000.00	\$8,500.00	\$20,000.00	\$139,000.00		
Pedestrian Wayfinding Signage	each	10	\$7,500.00	\$75,000.00	\$6,375.00	\$1,500.00	\$6,375.00	\$15,000.00	\$104,250.00		
Banners and Hardware	each	24	\$625.00	\$15,000.00	\$1,275.00	\$300.00	\$1,275.00	\$3,000.00	\$20,850.00		
											\$264,100.00
LIGHTING	Unit	Quantity	Unit Cost	Subtotal	Mobilization (8.5%)	Bonds + Insurance (2%)	Contractor's Fee (8.5%)	Design Contingency (20%)	Item Subtotal		
LED Pedestrian Lights - 14' Height	each	80	\$6,500.00	\$520,000.00	\$44,200.00	\$10,400.00	\$44,200.00	\$104,000.00	\$722,800.00		
Cobra LED Conversion	each	40	\$1,500.00	\$60,000.00	\$5,100.00	\$1,200.00	\$5,100.00	\$12,000.00	\$83,400.00		
Wiring	l.f.	6,300	\$30.00	\$189,000.00	\$16,065.00	\$3,780.00	\$16,065.00	\$37,800.00	\$262,710.00		
											\$1,068,910.00

SCOPE OF WORK & PROFESSIONAL SERVICE FEE

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

Scope of Work

The project is the preparation of a master plan for streetscape and green infrastructure improvements for the Washington National Transit Oriented Development (TOD) District. As described in the RFQ/RFP, the District is bounded by Robertson Boulevard on the west, Helms Avenue on the east, Venice Boulevard on the north, and Washington Boulevard on the south.

The scope of work involves the preparation of a streetscape plan for improvements within the Plan area and includes the location and specification of street trees, in-ground planters with planting, all street furniture and the location and specification of special crosswalk paving and any related traffic-safety markings. The Plan will include streetscape maintenance requirements and reflect low impact development (LID) practices. The Plan will also incorporate the City standards for benches, trash receptacles, bike racks and crosswalk paving and comply with the City's street tree planting requirements. All street trees and in-ground planters are to be watered by truck per City specification.

Professional Services

Phase 1.0: Master Planning - February 2014 through mid-May 2014

- 1.01 Attend one (1) project kick-off meeting with City of Culver City and Design Team to discuss project goals, design process, and schedule.
- 1.02 Surveying: obtain information and mapping for record centerline and bench mark information from the Los Angeles County Surveyor's office and Culver City including record subdivision maps, records of survey, and related notes and corner records; locate and survey existing centerline monumentation, aerial targeting, and supplementing control points using GPS survey for control points and monuments; set six (6) aerial targets and perform photogrammetric strip mapping of the project reaches; QA/QC of aerial mapping, verify locations of painted curbing (No parking – red, etc.) within limits of mapping, verify and measure tree diameters and tree well locations within limits of mapping; aerial base mapping of survey information collected, with tax assessor parcel numbers of properties within proposed improvement areas; create record centerline and right-of-way based on retrieved record information and existing centerline monumentation; record street centerline and right-of-way from best available sources and incorporate into aerial topographic base map; distribute AutoCAD drawing files of aerial mapping to City and Design Team.
- 1.03 Percolation & Infiltration Testing: excavate two (2) test pits for the purpose of performing percolation tests in accordance with the requirements of the County of Los Angeles Administrative Manual; deliver test results to City and Design Team to inform feasibility of LID improvements.
- 1.04 Existing Conditions Assessment: review the existing data provided by the City, including as-built street and/or signal plans, topographic survey, utility maps, traffic impact studies, traffic counts, development site plans, and master plans; conduct a supplementary field walk through of the site, noting deficiencies and opportunities in the infrastructure within the right of way in the study area;

- provide a statement of existing conditions and opportunities to the City and Design Team identified on a base map and supplemented with photographs. Infrastructure issues that will be considered include PROWAG compliance for accessible pedestrian paths, accessible pedestrian signals (APS), driveways, sidewalks, storm drains, tree wells, and lighting.
- 1.05 Prepare memo summarizing feasibility of LID elements based on site conditions and percolation testing.
 - 1.06 Attend one (1) meeting with City staff to present results of initial site assessment and solicit input from Project Stakeholders.
 - 1.07 Prepare draft color illustrative *Washington National Streetscape Plan* presentation board(s) depicting locations of proposed improvements including street trees, shrub and ground cover areas, paving design, decorative crosswalks, site furniture (tree grates, bike racks, trash receptacles, benches), wayfinding signage, and pedestrian lighting. Plan will be accompanied by sections, elevations, enlargements, precedent imagery, and photosimulations as required to sufficiently communicate the design intent.
 - 1.08 Prepare draft furniture and materials boards to accompany *Washington National Streetscape Plan*. Furniture options will be based on City of Culver City standards - additional complementary possibilities will be presented for consideration.
 - 1.09 Prepare draft signage and graphics concepts to accompany *Washington National Streetscape Plan*. Signage will include street pole graphic banner elements, district identity markers, and pedestrian wayfinding directional signs. Signage will comply with Culver City sign standards and sign code and be optimally located based on sight lines from vehicular and pedestrian vantage points.
 - 1.10 Prepare draft *green street* details (e.g. bio-swales, infiltration & filtration planters, structural soil systems, bulb-outs) in AutoCAD format for review by City.
 - 1.11 Prepare preliminary estimate of probable cost in Microsoft Excel format.
 - 1.12 Attend one (1) meeting with City staff to review draft *Washington National Streetscape Plan* and set date to present to City Council.
 - 1.13 Revise draft *Washington National Streetscape Plan* illustrative graphics and presentation boards for City Council meeting.
 - 1.14 Revise draft furniture and materials boards for City Council meeting.
 - 1.15 Revise draft signage and graphics concepts for City Council meeting.
 - 1.16 Revise draft *green street* details for review by City.
 - 1.17 Revise preliminary estimate of probable cost in Microsoft Excel format.
 - 1.18 Attend one (1) Community Meeting in Culver City and present draft *Washington National Streetscape Plan*.
 - 1.19 Finalize *Washington National Streetscape Plan* illustrative graphics based on City Council feedback.
 - 1.20 Finalize furniture and materials based on City Council feedback.
 - 1.21 Finalize signage and graphics concepts based on City Council feedback.
 - 1.22 Finalize *green street* details and deliver to City in AutoCAD format.
 - 1.23 Finalize preliminary estimate of probable cost.

- 1.24 Prepare maintenance standards for project, specifically related to planting and LID elements.
- 1.25 Assemble and submit summary report of *Washington National Streetscape Plan* in tabloid (landscape) orientation for distribution in PDF format. Report will include site inventory and analysis, results of stakeholder and community meeting input, illustrative graphics prepared during the design process (plans, sections, elevations, enlargements, precedent imagery, photosimulations), furniture and materials, signage and graphics, *green street* details, and preliminary estimate of probable cost.
- 1.26 Project management and subconsultant coordination.

Professional Service Fee

Our not-to-exceed fee for landscape architectural master planning services, including all subconsultants and a budget for reimbursable expenses, is provided below. This fee is valid for 90 days from 11/08/2013. See Exhibit D for a detailed breakdown.

Task 1.0	Master Planning	\$ 94,797.00
	Reimbursables Budget	\$ 4,741.00
	TOTAL FEE	\$ 99,538.00

Reimbursable expenses include: blueprinting, plotting (bond, vellum, and color), color laser printing, black and white and color reproduction, photographic film and processing, long distance phone charges, travel within the Los Angeles metropolitan area, mileage, parking fees, commercial messenger charges, overnight delivery, postage and handling. These expenses will be billed at 1.10 times cost. Mileage shall be billed at \$0.565 per mile.

Additional Services

All services not included in the above scope of work will be considered Additional Services and will be billed at the Standard Hourly Rates. All additional services will require written authorization from the City before proceeding with any approved changes.

Schedule

Anticipating project award by the beginning of February 2014, we propose a kick-off meeting with the City staff and meeting with project stakeholders in the first week of February. This will allow for surveying and percolation testing to be completed by early-March 2014 and a meeting with City staff and Project Stakeholders in mid-March 2014. We will prepare initial concept plans and site furniture and material boards for review by the City by late-March 2014. We will present our conceptual design direction to the City Council and solicit their input during their first meeting of April 2014 (4/14/14). We expect to deliver the final *Washington National Streetscape Plan* package - conceptual plan, preliminary cost estimate, maintenance standards, and *green street* details - by mid-May 2014. For more information, please refer to Exhibit E herein.

Washington National Streetscape Plan			AHBE				KOA Corporation				Linespace			KDM Meridian							Geotechnologies		
Professional Service Fee																							
Prepared by AHBE Landscape Architects: 11/7/2013																							
Total Fee			AHBE	Principal \$170	Land. Arch. \$125	Land. Staff \$90	KOA	Senior Engineer 1 \$200	Associate Engineer 1 \$128	Assistant Engineer 2 \$82	Direct Cost	IDA	Partner \$185	Designer \$150	KDM	Project Surveyor \$145	Survey Crew 1-Man \$170	Survey Crew2-Man \$250	Survey Crew 3-Man \$330	Assistant Surveyor \$120	Fixed Cost	Geotech	Project Engineer \$170
Phase 1.0: Master Planning			\$94,797.00	46	99	150	\$18,392.00	26	64	60		\$17,960.00	16	100	\$21,690.00	8	18	24	8	39		\$3,060.00	18
1.01	Orientation/Kick-off meeting with City	\$1,794.00	\$590.00	2	2		\$1,204.00	4	3		\$20	\$0.00			\$0.00							\$0.00	
1.02	Aerial surveying and mapping	\$21,690.00	\$0.00				\$0.00					\$0.00			\$21,690.00	8	18	24	8	39	\$4,150	\$0.00	
1.03	Percolation testing (infiltration)	\$3,060.00	\$0.00				\$0.00					\$0.00			\$0.00							\$3,060.00	18
1.04	Existing conditions assessment	\$5,286.00	\$870.00	1	2	5	\$4,416.00	5	15	18	\$20	\$0.00			\$0.00							\$0.00	
1.05	Prepare LID feasibility memo based on site conditions	\$4,766.00	\$170.00	1			\$4,596.00	6	15	18		\$0.00			\$0.00							\$0.00	
1.06	Meeting with City staff and project stakeholders	\$1,180.00	\$1,180.00	4	4		\$0.00					\$0.00			\$0.00							\$0.00	
1.07	Prepare draft improvement plan	\$3,140.00	\$3,140.00	2	8	20	\$0.00					\$0.00			\$0.00							\$0.00	
1.08	Prepare draft furniture and materials boards	\$2,240.00	\$2,240.00	2	8	10	\$0.00					\$0.00			\$0.00							\$0.00	
1.09	Prepare draft signage and graphics concepts	\$9,400.00	\$420.00	1	2		\$0.00					\$8,980.00	8	50	\$0.00							\$0.00	
1.10	Prepare draft "green street" details	\$10,300.00	\$4,040.00	2	8	30	\$6,260.00	7	25	20	\$20	\$0.00			\$0.00							\$0.00	
1.11	Prepare preliminary estimate of probable cost	\$1,360.00	\$1,360.00	8			\$0.00					\$0.00			\$0.00							\$0.00	
1.12	Meeting with City staff	\$2,506.00	\$590.00	2	2		\$1,916.00	4	6	4	\$20	\$0.00			\$0.00							\$0.00	
1.13	Revise draft improvement plan for City Council	\$1,570.00	\$1,570.00	1	4	10	\$0.00					\$0.00			\$0.00							\$0.00	
1.14	Revise draft furniture and materials boards for City Council	\$1,570.00	\$1,570.00	1	4	10	\$0.00					\$0.00			\$0.00							\$0.00	
1.15	Revise draft signage and graphics concepts	\$4,785.00	\$295.00	1	1		\$0.00					\$4,490.00	4	25	\$0.00							\$0.00	
1.16	Revise draft "green street" details	\$1,695.00	\$1,695.00	1	5	10	\$0.00					\$0.00			\$0.00							\$0.00	
1.17	Revise preliminary estimate of probable cost	\$170.00	\$170.00	1			\$0.00					\$0.00			\$0.00							\$0.00	
1.18	Present to City Council	\$1,180.00	\$1,180.00	4	4		\$0.00					\$0.00			\$0.00							\$0.00	
1.19	Finalize improvement plan based on City Council feedback	\$1,695.00	\$1,695.00	1	5	10	\$0.00					\$0.00			\$0.00							\$0.00	
1.20	Finalize furniture and materials based on City Council feedback	\$1,695.00	\$1,695.00	1	5	10	\$0.00					\$0.00			\$0.00							\$0.00	
1.21	Revise signage and graphics concepts based on City Council feedback	\$4,785.00	\$295.00	1	1		\$0.00					\$4,490.00	4	25	\$0.00							\$0.00	
1.22	Finalize "green street" details	\$1,120.00	\$1,120.00	1	4	5	\$0.00					\$0.00			\$0.00							\$0.00	
1.23	Finalize preliminary estimate of probably cost	\$170.00	\$170.00	1			\$0.00					\$0.00			\$0.00							\$0.00	
1.24	Prepare maintenance standards for project	\$850.00	\$850.00	5			\$0.00					\$0.00			\$0.00							\$0.00	
1.25	Assemble and submit summary report	\$4,290.00	\$4,290.00	2	10	30	\$0.00					\$0.00			\$0.00							\$0.00	
1.26	Project management and subconsultant coordination	\$2,500.00	\$2,500.00		20		\$0.00					\$0.00			\$0.00							\$0.00	
Reimbursables Budget (5%)			\$4,741.00	\$1,685.00			\$920.00					\$898.00			\$1,085.00							\$153.00	
Total Fee + Reimbursables Budget			\$99,538.00																				

Project Schedule

Prepared by AHBE Landscape Architects: December 4, 2013

[illegible]

Washington National Streetscape Plan

Project Schedule

Prepared by AHBE Landscape Architects: December 4, 2013

[illegible]

TEAM QUALIFICATIONS

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

At AHBE Landscape Architects, we are catalysts for design innovation that benefits the greater good. We begin each project as an exploration about how the site is ecologically connected to the larger network of natural lands, open spaces and other landscapes. Seeing landscapes through the lens of infrastructure, we take a holistic approach to solving design problems. Our commitment to sustainable design guides us to ask questions, explore new ideas and think innovatively. Out of this process, beauty and performance emerge from the landscape.

We are an award-winning professional service corporation, providing comprehensive landscape architecture services. Collectively, we have extensive experience in the technical development of design aesthetics and constructability that are hallmarks of our work.

With over twenty-five years of experience creating and improving the natural and urban outdoor environments, AHBE has learned that each project can bring critical benefits to human and wildlife habitats located far beyond the project's intended area of influence. For streetscapes, we explore the complex relationships between the public sites, its users, the surrounding community and the broader environment it serves, looking for solutions that are influential to their surroundings on a macro and micro level. Throughout the design process, we will look at the site as a continuum of sensitive, dynamic relationships that reflect the connections between man-made and natural systems, investigating design solutions that are artful, functional, sustainable and technologically innovative. We take pride in the collaborative work that we do with the public agencies and cities across Los Angeles County. We strive to create an efficient and productive process throughout the design of a project.

Type of Organization: California Corporation

Year Established: 1987

Year Incorporated: 1989

Corporate Legal Name: Calvin R. Abe & Associates, Inc.

Doing Business As (DBA): AHBE Landscape Architects

Certifications

AHBE Landscape Architects is a certified Small Business Enterprise [SBE], Minority Business Enterprise [MBE], and Disadvantaged Business Enterprise [DBE].

Team

AHBE is a collaboration of unique individuals who share a common vision and professional commitment. We have dedicated much effort into bringing together a staff that is made up of highly creative problem solvers. Our Consultant Team is also made up of a group of collaborators and, together, we will deliver a superior and innovative project to the City. AHBE's key personnel and Consultant Team members are presented in the next sections.

SUB CONSULTANT FIRM PROFILES

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

AHBE has invited the below firms to bring their expertise to the project to ensure its successful delivery:

KOA CORPORATION

Founded in 1987, KOA Corporation (KOA) is one of the leading traffic engineering and transportation planning and design firms in California. KOA provides consulting services to both public and private sectors, and has six offices to serve our California clients. The staff includes certified transportation planners and California registered civil and traffic engineers. KOA has provided engineering services for many of the largest public works and transportation planning projects in California.

KOA and AHBE worked on the Florence Avenue Streetscape Projects for the County of Los Angeles and most recently, collaborated on the Washington/Tilden project for the City of Culver City.

LINESPACE

Where brand meets human interaction, Linespace defines experiences through design. Our collective team approach fuses knowledge with creativity to achieve meaningful brand expression. Creative problem solving is the core of its service. Linespace is a multi-disciplinary design firm providing design services for a diverse range of clientele. Their qualifications come from decades of experience providing design services for environments & wayfinding, interactive, print and product. Linespace has the experience, resources, and capabilities to provide our clients with creative, functional, and informed design solutions that address project specific goals and objectives.

From interactive, environments, print, product, and wayfinding design, Linespace's clients come from diverse industries that reflect its ability to creatively meet their business goals. The staff designs projects that affirm and enhance our clients' core brand characteristics. Linespace is currently proposed as the signage consultant for an on-call contract with the County of Los Angeles through AHBE.

KDM MERIDIAN

KDM Meridian, a California corporation and Small Business Enterprise, is a professional land surveying firm specializing in GPS, conventional land surveying, topography, bathymetric and tidal surveys, project mapping, and GIS integration. KDM's mission is to deliver exceptional land surveying services, tailored to meet the unique needs of our diverse client base. The value KDM provides is based on a comprehensive understanding of each client's objectives, allowing KDM to leverage its staff's collective years of industry experience and our investment in current state-of-the-art technology to produce the most effective and efficient solution for each project.

GEOTECHNOLOGIES, INC.

Geotechnologies has been providing geotechnical engineering services in Los Angeles for more than 40 years resulting in over 20,000 projects. The firm's extensive experience with properties located in the County of Los Angeles has allowed it to forge an excellent working relationship with the representatives of the County's Geotechnical and Materials Engineering Department. Its project performance, combined with the firm's extensive geologic knowledge of the site vicinity, help insure an aggressive geotechnical design approach and city review process. Their staff of registered

engineers and geologists specialize in foundation and shoring design, grading recommendations, and seismic hazard evaluation. The field technician staff provides testing and inspection services during the course of construction. Such inspections include footings, piles, shoring, helical anchors and grading control. All laboratory testing is performed in-house allowing for greater quality control. The firm is currently working with AHBE on the Johnny Carson Park Project for the City of Burbank.

SUB CONSULTANT - REFERENCES

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

KOA CORPORATION

Charles Herbertson, P.E., Public Works Director/City Engineer
(310) 253-5635 charles.herbertson@culvercity.org
City of Culver City - 9770 Culver Boulevard / Culver City, CA 90232-0507

Dan A. Lazo, P.E., Senior Civil Engineer
(805) 449-2443 dlazo@toaks.org
City of Thousand Oaks - Public Works Department
2100 Thousand Oaks Blvd. / Thousand Oaks, CA 91362

Eric Millsap, Transportation Engineering Technician
(323) 848-6368 emillsap@weho.org
City of West Hollywood - 8300 Santa Monica Boulevard / West Hollywood, CA 90069

Wayne Ko, P.E., PTOE, Principal Traffic Engineer
(818) 548-3960 wko@ci.glendale.ca.us
City of Glendale - Public Works Department, Traffic & Transportation Division
633 East Broadway, Room 300 / Glendale, CA 91206-4384

LINESPACE

El Monte Transit Station
Jorge Pardo
Director of Art & Design – Creative Service
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
phone: 213-922.2000
pardoj@metro.net

Orange County Great Park
Michael Taylor, Landscape Architect
Ken Smith Workshop
16795 Von Karman, Ste. 100
Irvine, CA 92606
phone: 949.733.3061
Michael@kensmithworkshopwest.com

Terranea Resort Signage & Wayfinding
client: Lowe Destination Development
contact: Todd Majcher, Vice President of Development
phone: 310-948-9647
addresss: 60610 Palos Verdes Drive South
Rancho Palos Verdes, CA 90275
tmajcher@LOWEENTERPRISES.com

KDM MERIDIAN

Project: Jefferson Boulevard Streetscape Project
 Agency: City of Culver City – City Contact: Hong Wang (310) 253-5604
 Client: CBM Consulting, Inc. – Client Contact: Eugene Kao (310) 329-0102
 Tasks: Design Survey and Cross-Sections
 Description: Preparation of base mapping for design of street, landscaping, and median improvements.

Project: Parcel “B” Project
 Agency: City of Culver City – City Contact: Joe Susca (310) 253-5763
 Client: CBM Consulting, Inc. – Client Contact: Eugene Kao (310) 329-0102
 Tasks: Aerial mapping and ground survey of Parcel “B” site.
 Description: Preparation of base maps for design of street and site improvements. Prepare Parcel Map for subdivision of property.

We proudly submit the following names of additional public agency clients who, like all our clients, will provide a comprehensive and positive review of services provided by KDM Meridian. Please contact any of the following individuals in the review process for this proposal. Additional references will be made available upon request.

County of Orange: Stacy Blackwood (714) 973-6632 North Division Manager
 City of Irvine: Steve Haubert (949) 724-6686 Principal Planner (CSD)
 City of Rancho Palos Verdes: Ron Dragoo (310) 544-5250 Sr. Engineer
 City of Signal Hill: Ken Farfsing (562) 989-7300 City Manager
 City of Laguna Beach: Steve May (949) 497-0351 DPW/City Engineer
 City of Moreno Valley: Larry Gonzales (951) 413-3136 Sr. Engineer
 City of Buena Park: Nabil S. Henein (310) 544-5250 Deputy City Engineer
 City of Fullerton: Yelena Voronel (714) 738-6852 Sr. Civil Engineer
 City of Lake Elsinore: Peter Ramey (951) 674-3124 Sr. Engineer

GEOTECHNOLOGIES, INC.

City of Beverly Hills - Project Administration
 345 Foothill Road, Beverly Hills, CA 90210-4817
 Contact Persons: Allen M. Rubenstein and Alan Schneider
 Tel: (310) 288-2808

City of Burbank - Public Works Department
 P.O. Box 6459, 275 East Olive Avenue, Burbank, CA 91502-6459
 Contact Person: Phillip Clifford
 Tel: (818) 238-3944

City of West Hollywood
 8300 Santa Monica Boulevard, West Hollywood, CA 90069
 Contact Person: Jeffrey Huffer Tel: (213) 848-6321

AHBE Team: Calvin Abe, President
Evan Mather, Principal
Megan Horn, Associate

Project Roles: Calvin Abe - Senior Design Principal
Evan Mather - Principal-In-Charge/Principal Manager
Megan Horn - Project Planner

AHBE Landscape Architects is a collaboration of unique individuals who share a professional commitment to exploring ideas about ecology and building for a sustainable planet. From our group of highly creative problem solvers, we have assigned the following individuals to this project:

As the Design Principal, Calvin Abe will be the visionary design leader for the project and bring his distinguished expertise, leadership, and creative insight to the project. He will oversee the design direction and work closely with Megan Horn in the project's design development.

As Principal-In-Charge, Evan Mather will be accountable for the overall quality of project deliverables and for providing appropriate staff and other project resources. He will also be responsible for the day-to-day contact with the client's project staff, management of the project schedule and budget, and coordination of the project team's deliverables.

Megan Horn, Associate and lead planner/designer, will develop design solutions that meet the project's functional, programmatic, technical and budgetary requirements.

The resumes for these individuals are provided on the following pages. Key contributors from our team of sub consultants are also included in this section. They highlight their professional experience as well as collaborative work with AHBE in recent years.

CALVIN R. ABE, FASLA, RLA

AHBE LANDSCAPE ARCHITECTS | PRESIDENT | SENIOR DESIGN PRINCIPAL



Calvin Abe brings to the firm over 30 years of professional experience in urban design and landscape architecture. Over time, the scale, variety, and complexity of these projects have brought expertise in civic spaces and parks, schools and institutions, medical facilities, hospitality, housing, mixed-use developments, corporate headquarters, office parks, streetscapes, restorations and master plans. Calvin is noted for his ability to transform conceptual designs into artful built forms for urban environments. He is a team player who seeks collaborations with architects, designers, artists, scientists and engineers to develop and implement innovative and technically-sound designs. Calvin's landscapes and art installations have been widely published and recognized with professional awards.

Education

Master of Landscape Architecture, 1983, Harvard University Graduate School of Design, Cambridge, Massachusetts

Bachelor of Science Landscape Architecture, 1979, California State Polytechnic University Pomona, California

Registration

Calvin Abe is a registered Landscape Architect, #2023, in the State of California, 1980.

Relevant Experience

20th Street and Cloverfield Avenue, Santa Monica, California
 Avenue of the Stars Medians, Century City, California
 Birch Street Streetscape, Brea, California
 Brea Boulevard Streetscape, Brea, California
 Burbank Water and Power Green Street, Burbank, California
 Cesar E. Chavez Streetscape, Los Angeles, California
 Colima Road Improvements, L.A. County, California
 Exposition Boulevard/USC, Los Angeles, California
 Florence Avenue Streetscape Phases 1 and 2, Los Angeles County, California
 Gardena Boulevard Streetscape, Gardena, California
 Green Street Technical Manual, Los Angeles, California
 La Brea Boulevard Green Street, Los Angeles, California
 Nogales Street Improvement, Los Angeles County, California
 Palmdale Boulevard Median, Palmdale, California
 Slauson Avenue, Los Angeles County, California
 South Park Streetscape, Los Angeles, California
 Valinda Avenue, County of Los Angeles, West Covina, California
 Van Nuys Boulevard Streetscape, Van Nuys, California
 West Los Angeles College Street Improvements, Culver City, California
 Wilmington/Willowbrook Streetscape, County of Los Angeles, California
 Wilshire Vermont Station Plaza and Streetscape, Los Angeles, California
 Port of Long Beach Headquarters, Long Beach, California

As one of AHBE's practice leaders, Evan Mather builds upon AHBE's experience in landscape infrastructure, water quality, conservation, and environmental performance. He has led several award-winning projects, including Burbank Water and Power's EcoCampus, which earned a Sustainable Sites Initiative (SITES™) certification in 2013. He advocates the use of research to identify new design technologies that refresh the firm's sustainable design framework and standards. His stand on technology includes the integration of visual communication and multimedia into AHBE's design process. Evan's extensive project experience includes streetscapes, transit-oriented design, parks and open spaces, and learning environments.

Education

Bachelor of Landscape Architecture, 1993, Louisiana State University, Baton Rouge, Louisiana

Registration

Evan Mather is a registered Landscape Architect, #4805, in the State of California, 2003.



Affiliations + Appointments

Member, American Society of Landscape Architects
 Board Member, The Society for Moving Images about the Built Environment (SMIBE)
 Member, Asian American Architects and Engineers Association (AAa/e)
 Member/Alumni, Sundance Institute
 Past Member, Seattle Arts Commission

Awards

Owings Merit Award for Environmental Excellence, Burbank Water and Power EcoCampus, 2013
 ASLA Communications Award of Honor, "So What?" short film, 2008

Relevant Experience

20th Street and Cloverfield Boulevard Streetscape, Santa Monica, California
 Lake Street Green Street, Burbank, California
 Slauson Avenue Streetscape, Los Angeles, California
 Valinda Avenue Greenway, West Covina, California
 Robert F. Kennedy Inspirational Park and Streetscape, Los Angeles, California
 Walnut Creek Habitat and Open Space Master Plan, San Dimas, California
 Monrovia Station Square Transit Village, Monrovia, California
 Long Beach/Anaheim Mixed Use/Transit-Oriented Development, Long Beach, California
 Gold Line City of Arcadia Transit Plaza, Arcadia, California
 Jefferson Boulevard Office Renovation, Playa Del Rey, California
 Burbank Water and Power EcoCampus, Burbank, California
 Cerritos Community Regional County Park, Cerritos, California
 Chumash Community Center, Colusa, California
 Irwindale Trail Beautification, Irwindale, California
 Johnny Carson Park Revitalization Project, Burbank, California

MEGAN HORN

AHBE LANDSCAPE ARCHITECTS | ASSOCIATE | SENIOR LANDSCAPE PLANNER/DESIGNER



Megan Horn is an Associate and Lead Designer and Planner with AHBE Landscape Architects where she has worked on many complex master plan and design projects, including the development of national and international master plans, urban streetscapes and parks, and outdoor environments for multi-family housing projects and institutional campuses. She brings a comprehensive perspective to landscape design and planning that views the urban landscape as an infrastructure for supporting sustainable living. Because of her leadership and commitment in this area, unique strategies and solutions for creating open space, conserving water and restoring habitats have been implemented throughout Southern California's urban environment.

Education

Master of Landscape Architecture, 2004, Harvard University Graduate School of Design

Bachelor of Arts in Geography, 1998, University of Colorado at Boulder, Boulder, Colorado

Affiliations

Member, American Society of Landscape Architects
Member, Urban Land Institute, Los Angeles Chapter

Publications

"Envisioning the Landscape of Cesena", Spring 2004

Relevant Experience

Cesar E. Chavez Pedestrian Improvement Streetscape, Boyle Heights Neighborhood, Los Angeles, California

Florence Avenue Streetscape Districts 1 and 2, Los Angeles County, California

Green Streets Technical Manual, Los Angeles, California

South Park Streetscape, Downtown Los Angeles, California

Vermont Median Park Feasibility and Vision Study, Los Angeles, California

Willowbrook Streetscape, Los Angeles, California

Monrovia Station Square Transit Village, Monrovia, California

Rosa Parks Transit Station Renovation, Los Angeles, California

County of Los Angeles/USC Medical Center Master Plan, Los Angeles, California

Martin Luther King Jr. Medical Center Master Plan, County of Los Angeles, California

Owens Valley Dust Mitigation, LADWP, Owens Lake, Owens Valley, California

Rancho Los Amigos Rehabilitation Center Campus Master Plan, Los Angeles, California

SUB CONSULTANT RESUMES - KOA CORPORATION

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

EUGENE KAO, P.E. | PRINCIPAL ENGINEER

Mr. Kao's civil engineering experience includes traffic, land development, roads, and construction projects. He has significant experience in project management and working with the Public Works and Engineering departments of government agencies in Southern California such as Caltrans and the County of Los Angeles. Before joining KOA Corporation, Mr. Kao was a civil engineer with the Los Angeles County Department of Public Works for 16 years.

Relevant Experience

Washington Boulevard / Landmark Street Traffic Signal Design, Culver City, California
 Jefferson Boulevard Streetscape, Pedestrian & Bicycle Access Improvements at
 Hetzler Road, Culver City, California
 Carson Street Master Plan Improvements, Carson, California
 Calabasas On-Call, Road Street Design Services Project, Calabasas, California
 West Hollywood Avenues Streetscape TIS, West Hollywood, California
 Soto Street /Alcazar Street Intersection Improvements, Los Angeles, California

Education

M.S., Civil Engineering, University of Illinois at Champaign-Urbana (1986)
 B.S., Civil Engineering, University of Illinois at Champaign-Urbana (1984)

Registration

Professional Engineer, Civil, CA # 47457

CHARLES M. SCHWINGER, PTOE, AICP | SENIOR ENGINEER

With 37 years of experience in applying practical engineering solutions to the transportation planning process, Mr. Schwinger approaches each of his projects holistically, incorporating client goals, public values, and technical excellence. His responsibilities include project management, design, analysis, data collection and surveys, and production of construction plans, specifications and technical reports. His experience in transportation includes: street and highway design; intersection and interchange design; trail and sidewalk design, signal design for isolated, interconnected and coordinated systems; street lighting design; signing and marking design; traffic control plans; accident analysis; traffic impact studies; capacity analysis; parking studies; public involvement; traffic circulation studies; origin-destination studies; transportation modeling; and citywide and corridor transportation studies.

He is a registered engineer in eight states and is currently in the process of obtaining his California registration.

Relevant Experience

North-South (Daisy to Myrtle) Bicycle Boulevard PS&E Design, Long Beach, California
 Pedestrian Friendly Corridor Planning, Culver City, California
 Calabasas Road Street Design Services Project, Calabasas, California
 Independence and Benton Streetscape Improvement, Kansas City, Missouri
 Safe Routes to School, Leavenworth, Kansas

Education

B.S., Civil Engineering, Iowa State University, Iowa (1976)

Registration

Professional Engineer (Civil) AR #11533
 Professional Engineer (Civil) IL #062.045943
 Professional Engineer (Civil) IN #PE11200174
 Professional Engineer (Civil) KS #9145
 Professional Engineer (Civil) MO #021061
 Professional Engineer (Civil) NE #E-8163
 Professional Engineer (Civil) OK #25706
 Professional Engineer (Civil) WA #40333

ITE Certified Professional Traffic Operations Engineer (PTOE) #318

American Institute of Certified Planners (AICP) #018876

SUB CONSULTANT RESUMES - LINESPACE GRAPHIC SIGNAGE

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

Education

Nick holds a Bachelor of Science in Graphic Design from the University of Cincinnati, College of Design, Architecture, Art and Planning (DAAP).

NICK GROH, PARTNER, PROJECT MANAGEMENT

Nick has over 20 years of design experience to contribute to Linespace, as he is a founding partner for the firm. His graphic design expertise in brand identity, environmental graphics, and wayfinding is invaluable to the group. Prior to founding Linespace, Nick worked in the industry for a combined 14 years with Pentagram, Selbert Perkins Design, and 212 Associates. In 1995 Nick was hired by the McCully Group to lead the design of the Amtrak Graphic Signage Standards Manual. It was accepted into the AIGA Design Achieves in 1996 in the category of Information Graphics. Monumentally recognized, he was senior design director for the LAX Enhancements Project, which included the LAX Gateway*. Other significant projects include an identity & wayfinding system for the One & Only, Palmilla Resort; environmental design & wayfinding for the Pacific Design Center; wayfinding for the City of Cincinnati.

Relevant Projects

LAX Gateway 2000 - Gateway Design & Airport Wayfinding
 Flight 93 National Memorial - Memorial Graphics & Park Wayfinding
 Orange County Great Park - Park Wayfinding System
 El Monte Transit Center - Station Identity & Wayfinding
 USC Health Sciences Campus - Gateway & Wayfinding Master Plan
 Scottsdale Quarter - Wayfinding Sign System

*with prior firm

Education

Clint holds a Bachelor of Science in graphic design from the University of Cincinnati, College of Design, Architecture, Art and Planning (DAAP).

CLINT WOESNER, PARTNER

As a founding partner of Linespace, Clint Woesner brings over 15 years of professional multi-disciplined design experience to the partnership. Independently owning his own graphic design firm he produced many projects but is most notably recognized on account of his designs for Rodeo Collection, Pechanga Hotel & Casino; and Guess Jeans trade show exhibit. Prior to the success of his own business, Woesner was senior designer for Selbert Perkins Design. His creative mark was internationally recognized in 2000 from the LAX Enhancements Project, including the LAX Gateway*. Woesner's award winning contribution presented him with the Society for Environmental Graphic Design Honor Award and the Art Directors Club Silver Cube. Other notable projects include US Airways Center wayfinding system, and the Universal Studios wayfinding system.

Relevant Projects

LAX Gateway 2000 - Gateway Design & Airport Wayfinding
 El Monte Metro Station - Identity & Wayfinding
 Natural History Museum of Los Angeles - Exterior Identity & Wayfinding
 City of Hillsdale Michigan - Wayfinding Sign System
 USC Health Sciences Campus - Gateway & Wayfinding Master Plan
 CalState Fresno - Gateway & Wayfinding Master Plan
 Calabasas Civic Center - Wayfinding Sign System

*with prior firm

SUB CONSULTANT RESUMES - KDM MERIDIAN - SURVEYING

CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

RICH MAHER | PRINCIPAL

Rich Maher is a professional land surveyor registered in the state of California, with twenty-three years of experience in the land surveying and civil engineering industries. As principal of KDM Meridian and project manager, Mr. Maher will be the primary point of contact for this project. As a founding owner of KDM Meridian he provides the driving force behind the excellence of service demanded of his entire staff. He will ensure each project's technical requirements are met, oversee the application of proper quality control and assurance procedures, and commit corporate resources to meet the project's objectives and schedule.

Mr. Maher has extensive experience in all facets of land surveying, participating on a consulting basis, as part of a project team, or in the management of projects with over one hundred different local, county, and state agencies and utilities districts. In that capacity, he has been responsible in whole or in part for project development, right-of-way engineering, annexations, heavy and light construction, design topographic surveys, environmental surveys, aerial control networks, legal descriptions, boundary surveys, records of survey, and parcel and tract map preparation. His persistent involvement in the details of daily survey department operations has provided him with extensive knowledge of state-of-the-art technology, hardware, and software used industry-wide. In doing so, Mr. Maher continues to be successful in providing services tailored to each client, acting as an extension of their staff, understanding their needs, anticipating issues, and providing solutions.

PATRICK EARL | SURVEYOR MANAGER

Patrick Earl is a professional land surveyor registered in the state of California, with eleven years of experience in field and office surveying. His previous employment allowed him to learn under a land surveyor with vast experience in the title business, giving him a unique understanding of the underpinnings of real property boundary issues. Working at a small firm also afforded Mr. Earl the opportunity to follow projects from inception to deliverable. He has quickly risen through the ranks at KDM Meridian to become a talented land surveyor with a certain prodigious future. To compliment his field experience in topographic, boundary, and construction surveying, he has exceptional office surveying skills in mapping and calculation.

Mr. Earl joined KDM Meridian five years ago, to assume the role of daily supervision of the office staff's data reduction and mapping processes. He is responsible for topographic mapping, boundaries, and survey calculations for the survey department. His responsibilities in this capacity will include the preparation of environmental and topographic maps, boundary and record mapping, titles and records research, and compilation of all field data.

Education

Civil Engineering/ University Curriculum – Cal State Fullerton 1992
Land Surveying Continuing Education – Coastline Community College 1995
GPS Technology Continuing Education – UCR Extension 2011 -

Registration

2000/PLS/CA #7564

Education

BS/2004/Mechanical Engineering/ University of California Santa Barbara

Registration

2010/PLS/CA #8773

SUB CONSULTANT RESUMES - GEOTECHNOLOGIES
CITY OF CULVER CITY - WASHINGTON NATIONAL STREETScape PLAN

Education

University of California, Los Angeles
Bachelor of Science-Civil Engineering,
1992

STANLEY S. TANG

Over seventeen years experience as a Project Engineer, Staff Engineer, and Engineering Technician in the greater Los Angeles Area on geotechnical and foundation engineering projects.

Preparation of proposals, planning and implementation of complete geotechnical engineering investigations, supervision of field engineering technicians and review of compaction reports.

Professional Responsibilities

Specific areas of experience as a Project Engineer include:

Planning of the number and location of exploratory test pits and borings during both the proposal and investigation stages; Logging and sampling of exploratory excavations; Preparation of recommendations for grading, shallow and deep foundation design, basement walls, temporary excavations, shoring, slope stability, remedial slope repair, dewatering, paving, floor slabs and expansive soils
Complete seismic hazard analysis, including analysis for liquefaction potential and fault rupture, the determination of soil profile types, near source factors and likely ground motion parameters, and the preparation of site-dependant response spectra
Forensic analysis of distress to residential and commercial structures for insurance companies, and the preparation of repair recommendations; Projects reported on include university student housing, athletic stadiums, public and private multi-story office buildings with subterranean parking, regional shopping centers, both at-grade and subterranean parking structures, hillside construction, large tract hillside grading, and landslide investigation, monitoring, and stabilization.

Education

University of California, Davis
Bachelor of Science-Geology, 1997

MICHAEL A. CAZENEUVE

Over ten years experience as a Project Geologist, Project Engineer, Staff Engineer, and Engineering Technician in the greater Los Angeles Area on geotechnical and foundation engineering projects. Preparation of proposals, planning and implementation of geological-geotechnical engineering investigations, and supervision of geotechnical laboratory operations.

Professional Responsibilities

Planning of the number and location of exploratory test pits and borings during both the proposal and investigation stages
Logging and sampling of exploratory excavations including downhole logging;
Research of printed geologic maps and publications; Field mapping of geologic units, features, and structures; Preparation of laboratory test programs; Development of recommendations for grading, shallow and deep foundation design, basement walls, temporary excavations, shoring, slope stability, remedial slope repair, dewatering, paving, floor slabs and expansive soils; Complete seismic hazard analysis, including analysis for liquefaction potential and fault rupture, determination of soil profile types, ground motion parameters, and the preparation of site-specific response spectra
Forensic analysis of distress to residential and commercial structures for insurance companies, and the preparation of repair recommendations; Projects reported on include commercial, industrial facilities, public and private school structures, multi-story buildings, and residential and commercial adaptive re-use developments.

AHBE's portfolio of projects represents a collection of relevant work, and our staff's combined expertise and comprehensive knowledge makes us uniquely qualified for this project. This page provides an abbreviated list of relevant projects. Bolded projects are featured in detail. *References* are provided within the project narrative.

20th Street and Cloverfield Boulevard Streetscape, Santa Monica, California

Airport Park Master Plan and Streetscape, Santa Monica, California

Avenue of the Stars Medians, Century City, California

Brea Boulevard Streetscapes and Medians, Brea, California

Cesar E. Chavez Streetscape, Los Angeles, California

Exposition Boulevard/USC Median, Los Angeles, California

Florence Avenue Streetscape Districts 1 and 2, Los Angeles County, California

Gardena Boulevard Streetscape, Gardena, California

Gardena PARKing, Gardena, California

Grand Avenue Right of Way, Los Angeles, California

Harbor Scenic Drive Streetscape, Long Beach, California

La Brea Boulevard Green Street Demonstration Project, Los Angeles, California

Lake Street Green Street, Burbank, California

Nogales Street Improvement, Los Angeles County, California

Slauson Avenue Streetscape, Los Angeles County, California

South Park Streetscape, Downtown Los Angeles, California

Valinda Avenue Greenway, County of Los Angeles, California

Van Nuys Boulevard Streetscape and Medians, Van Nuys, California

Vermont Median Park Feasibility Study, Los Angeles, California

Washington Boulevard and Tilden Avenue Intersection Improvements, Culver City, California

Wilmington/Willowbrook Streetscape, County of Los Angeles, California

Walnut Creek Habitat and Open Space Master Plan, San Dimas, California

Angels Knoll Urban Plaza, Downtown Los Angeles, California

Gold Line City of Arcadia Transit Plaza, Arcadia, California

Long Beach/Anaheim Mixed Use/Transit-Oriented Development, Long Beach, California

Monrovia Station Square Transit Village, Monrovia, California

Rosa Parks Transit Station Renovation, Los Angeles, California

County of Los Angeles/USC Medical Center Master Plan, Los Angeles, California

Martin Luther King Jr. Medical Center Master Plan, County of Los Angeles, California

Owens Valley Dust Mitigation, LADWP, Owens Lake, Owens Valley, California

Rancho Los Amigos Rehabilitation Center Campus Master Plan, Los Angeles, California

Wilshire Vermont Station Plaza and Streetscape, Los Angeles, California

CESAR E. CHAVEZ AVENUE GREEN PEDESTRIAN STREETScape

BOYLE HEIGHTS NEIGHBORHOOD, LOS ANGELES, CA | AHBE LANDSCAPE ARCHITECTS

AHBE Landscape Architects was leading a multi-disciplinary team in the 1.3-mile streetscape enhancement of the Cesar Chavez corridor. AHBE's approach and process emphasized community-building and a partnership with the City by engaging local residents, community leaders and business owners in an intensive design outreach effort. AHBE introduced sustainable design applications to the project that supported increased transportation use and improved stormwater runoff quality. Modular wetlands and tree pods systems are designed so that it improves the quality of stormwater runoff before entering the municipal systems. Project is currently on hold due to dissolution of the CRA/LA.

Team Member Firm Names:
KOA Corporation
AHBE Role: Prime Consultant

Reference: Unavailable due to dissolution of CRA/LA.



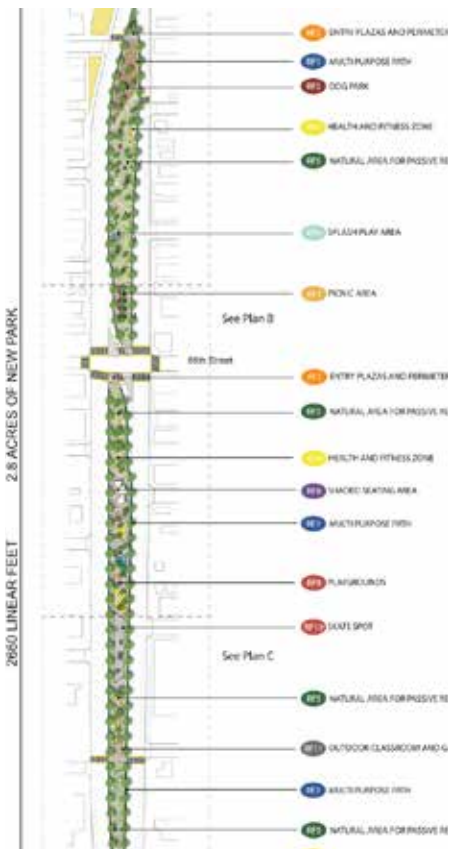
VERMONT AVENUE MEDIAN PARK FEASIBILITY STUDY

LOS ANGELES, CA | AHBE LANDSCAPE ARCHITECTS



The Vermont Median Park Vision Plan and Feasibility Study exemplifies a new way of thinking about parks for Los Angeles: demonstrating a transformative approach that puts people before cars. The plan redefines and reconfigures Vermont Avenue, a major transportation corridor and existing public right-of-way into a multi-modal, multi-functional street with a 9 acre linear park down its center.

The proposed park demonstrates landscape as infrastructure while providing a sustainable model for park and open space design within the city of Los Angeles. The proposed design highlights the use of native plants, local materials, and water conservation techniques. In addition to native plants and other visible elements, a large sub-surface storm water treatment basin is proposed beneath the park. The future park proposes infiltrating runoff from 360 acres of the surrounding area by intercepting stormwater runoff from the storm drain system with a series of low flow diversions into a large subsurface infiltration trench below the park. The proposed system could treat a significantly larger area and volume of water and could penetrate the top layer of clay soils that prevents surface infiltration. The demonstration project would divert 17 acres of surface runoff via gravity flow and redirect approximately 8 acres of surface runoff to simulate the headwaters of the Los Angeles River Watershed.



Reference: Jenny Scanlin, CRA LA, 1200 West 7th Street, Los Angeles, CA 90017
T: 213-977-1829 C: 213-453-8575
E: jscanlin@crala.org

Team Member Firm Names:
KOA Corporation
AHBE Role: Prime Consultant

SOUTH PARK STREETScape

LOS ANGELES, CA | AHBE LANDSCAPE ARCHITECTS



Utilizing the public right way as a sustainable model for streetscape throughout the City of Los Angeles, the South Park Streetscape project exemplifies the possibilities for municipalities throughout Southern California. Working from the master plan to completion, AHBE worked to develop this area into a new neighborhood that shows community and sustainable living through streetscape and open spaces. The streetscape design features planters specifically designed for storm water infiltration and to handle a “ten-year” rain storm. During a storm, rainwater flows from the street into the gutters and is then diverted into the infiltration planters, by way of cuts in the curb, and percolates back into the ground. The planters are arranged in a series, so that as one planter reaches capacity, the overflow drains into the next planter in the row. This system minimizes the amount of stormwater run-off into the City’s system, cleans the water through a natural process and recharges the region’s aquifers.



This project is a key precedent for the City of Los Angeles in developing its own Green Streets program, as well as the model for implementing sustainable design with the infrastructure. Pedestrian safety was a high priority to our team and we included curb extensions, pedestrian lighting, and crosswalks to increase pedestrian safety.

AHBE Role: Sub Consultant

Reference: Robert Gutierrez, City of L.A. Bureau of Street Services
T: 213-847-0881

When the City's Energy Commission received funding to convert their water and power plant into a more energy efficient facility, the Commission also directed some funds for aesthetic improvements. AHBE Landscape Architects has since been transforming Burbank's facility into a welcoming place for employees and the local community. AHBE's overall design balances the landscape's scale with the facility's massive form and complements new and existing public art located throughout the site.

This new green street, which is a three-block stretch of Lake Street, will demonstrate innovative stormwater treatment technologies with features such as permeable pavers, flow-through planters, and tree pod bio-filters. These items will route stormwater away from the street and parking areas back into the ground, nourishing the vegetation as well as recharging the groundwater aquifers. AHBE provided design through construction administration for planting, hardscape, and irrigation—including a recycled water irrigation system.

AHBE Role: Prime Consultant

Reference: John Cassidy, City of Burbank
Water and Power, 164 W. Magnolia Blvd,
Burbank, CA 91503
T: 818-238-3656 C: 818-522-0727
E: jcassidy@burbankca.gov



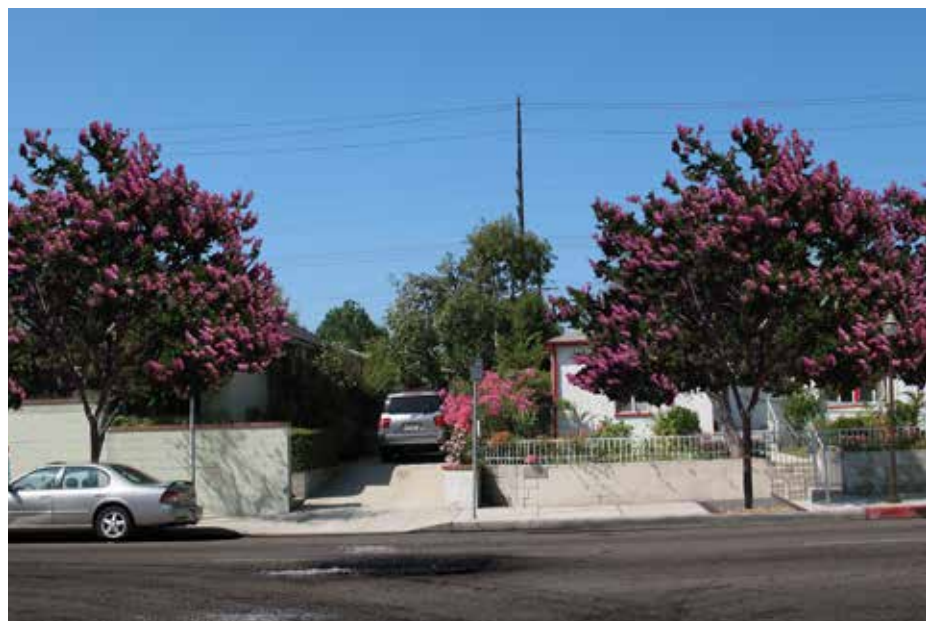
20TH STREET AND CLOVERFIELD BOULEVARD PEDESTRIAN IMPROVEMENT

SANTA MONICA, CA | AHBE LANDSCAPE ARCHITECTS

As prime consultant and design lead, AHBE's challenge for this project was to create a beautifully landscaped, pedestrian-friendly streetscape environment while regulating traffic flow and minimizing on-street parking losses. Through a series of community meetings and conversations with Santa Monica's Engineering Department and City Council, we developed a number of alternative designs, one of which was approved by the City Council in 2010. The half-mile long streetscape, with portions that are Caltrans-owned, will include new street trees, landscaped medians, street lighting, bump-outs, crosswalks, bicycle lanes, and improved accessibility. AHBE provided concept design through construction administration services for planting, hardscape, and irrigation.

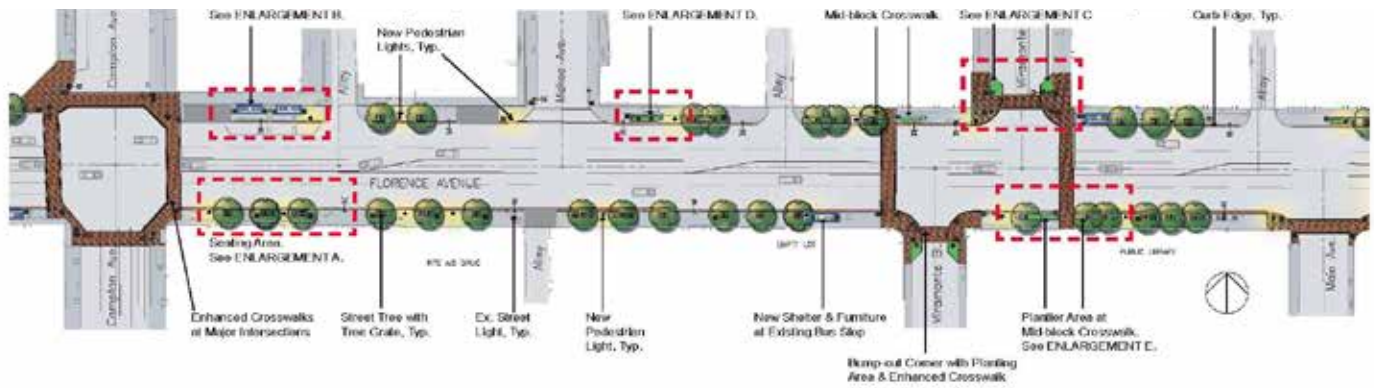
AHBE Role: Prime Consultant

Reference: Mark Cuneo, City of Santa Monica, 1437 4th St, #300, Santa Monica, CA 90401
T: 310-458-8979 C: 310-266-6070
E: mark.cuneo@smgov.net

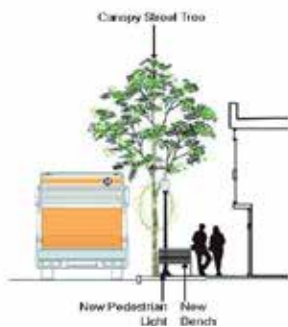


FLORENCE AVENUE STREETSCAPES

AHBE LANDSCAPE ARCHITECTS | LOS ANGELES COUNTY, CALIFORNIA



Typical Section of Sidewalk



Perspective View of Sidewalk



Street Perspective



AHBE Landscape Architects led a multi-disciplinary team of consultants in the development of this 2.2 mile long streetscape improvement project. The site is a major transit corridor with a mix of commercial, retail, and light industrial businesses, and its streets have a high level of pedestrian and vehicular activity. The project overlapped multiple municipalities and neighborhoods, spanned two Board of Supervisor districts, and crossed a Metro Blue Line station. As a result, the design review process involved many public agency presentations and several community workshops. AHBE's design responded to the community's major concerns regarding pedestrian safety (especially at the Blue Line station

crossing), beautification, clean streets, and community identity. The streetscape improvements were constructed in two phases, with AHBE as the prime consultant for both phases of the project.

Team Member Firm Names:
KOA Corporation
AHBE Role: Prime Consultant

Reference:
Eric Chow, Community Development
Commission, County of Los Angeles
T: 626-262-4511 C: 323-854-6681
E: eric.chow@lacdc.org



WILLOWBROOK STREETSCAPE

LOS ANGELES, CA | AHBE LANDSCAPE ARCHITECTS

Client: Los Angeles County Department of Public Works

The Willowbrook Bikeway and Streetscape Improvements project strives to create a community of health and wellness through the generation of an active, pedestrian-oriented “Complete Street.” The design establishes a network of street trees and planting areas to provide shade, beautification, permeable surfaces and water filtration while creating spaces for users to enjoy their commute. Intermittent respite zones contain amenities including individual and group seating, leaning walls, bike racks, trash receptacles and newsstands, all of which are designed to foster community interaction.

Comprehensive wayfinding signage is integrated throughout the neighborhood to encourage bikers to utilize newly designated Class I, II and III Bike lanes, to establish clear routes to healthcare facilities, and to provide a consistent sense of identity among the community.

This holistic streetscape design implements physical, social and ecological strategies to produce a vibrant neighborhood with clear connections to the Martin Luther King medical facilities while promoting health and wellness throughout the community.

AHBE Role: Prime Consultant - Schematic Design only.



ATTACHMENT 2

VALINDA AVENUE

WEST COVINA, CA | AHBE LANDSCAPE ARCHITECTS



AHBE transformed a 50-foot wide vacant flood control channel into a demonstration greenway project along a half-mile length of Valinda Avenue. As a demonstration project, AHBE explored passive technologies that could be used in the landscape to improve the area's environmental health while incorporating amenities that improve the quality of life of the community. Adjacent to a multi-purpose path, a planted cobble bio-swale runs the length of the site, capturing, filtering and detaining the site's storm water runoff rather than draining directly into the Puente Creek channel. The linear natural park uses curving bands of contrasting native plants, educational interpretive signage, and shaded seating areas to invite residents to meander along the greenway's picturesque serpentine trail.



AHBE Role: Prime Consultant

Reference: Mie Jones, County of Los Angeles Department of Public Works
T: 626-458-2569
E: mjones@dpw.lacounty.gov

WILSHIRE VERMONT TRANSIT DEVELOPMENT

KOREATOWN, LOS ANGELES, CA | AHBE LANDSCAPE ARCHITECTS

Located on more than three acres, this mixed-use development consists of six levels of residential apartments (449 units), built above 36,000 sq. ft of commercial retail space on the ground level. The design integrated public spaces—the street and public plaza—with private outdoor environments. The project is located above an existing Metro subway station and includes a new entry into the station, considered a major public transportation hub in Los Angeles. The consultant team coordinated the project's design with the Los Angeles Neighborhood Initiative's master plan.

The development's main plaza is vibrant in its use of color and pattern. The boldly patterned paving and larger-than-life red planters, add visual interest and scale to the plaza. AHBE Landscape Architects provided design through construction administration services for planting, irrigation, and hardscape.

AHBE Role: Sub Consultant

Reference: Paul Keller, Urban Partners LLC T: 213-437-0470



GOLD LINE CITY OF ARCADIA TRANSIT PLAZA

ARCADIA, CA | AHBE LANDSCAPE ARCHITECTS



This new 11,000 square foot transit plaza was designed to provide pedestrian access between the Metro Gold Line station platform and the adjacent parking structure. AHBE designed the plaza as an active place for people to gather and enjoy views while providing spaces for a coffee vendor kiosk, information kiosks, bike racks and, even, a holiday tree. The plaza is comprised of three main areas:

- Main plaza area which can also accommodate community events
- Informal garden area with seating
- Native California garden



Two wide pedestrian paths, which run parallel to the train tracks, have benches where people can wait for passengers or watch the trains arrive. The paving's narrow pavers echo the wood planks of an old train station. The walkway at the plaza's northern edge was designed as a "porch along a street." Here, ample seating accommodates people-watching and views into the plaza, station, and distant mountains. The second path delineates a shortcut to the parking structure entrance and serves as the plaza's main pedestrian avenue. Large Sycamore trees surround the main plaza and provide shade. Flowering trees, arranged in a grid pattern, recalls the city's historic agricultural field.

AHBE Role: Prime Consultant

Reference: Linda Hui, City of Arcadia
T: 626-574-5435

ANGELS KNOLL URBAN PLAZA

PERSHING SQUARE DOWNTOWN LOS ANGELES, CA | AHBE LANDSCAPE ARCHITECTS



Located on what was once an empty dirt lot, Angels Knoll Plaza is a new urban pocket park in downtown Los Angeles, adjacent to the MTA Pershing Square Station and Angels Flight, a historic funicular. Angels Knoll Plaza is intended to be a temporary space until a planned office tower takes over the parcel of land at a future date. AHBE Landscape Architects provided design through construction administration services for planting, hardscape, and irrigation. Design elements include a drought tolerant plant palette, seating vignettes with benches made of wood and concrete, lighting, and shade trees.





FEBRUARY 5, 2014

MR. SOL BLUMENFELD, COMMUNITY DEVELOPMENT DIRECTOR
 COMMUNITY DEVELOPMENT DEPARTMENT
 CITY OF CULVER CITY
 9770 CULVER BOULEVARD
 CULVER CITY, CA 90232

re.: Washington/National Streetscape Plan – Crosswalk Enhancements
Proposal for Landscape Architectural Services

Dear Sol:

It is a pleasure to submit our proposal for landscape architectural services for the above referenced project. We have outlined a brief description of services and professional fees below.

Project Description and Scope of Work

The project is preparation of bid documents for the series of seven (7) crosswalks in the City of Culver City located at Washington/Landmark (1), Washington/National (4), Washington/Wesley (1) and Venice/National (1). We will provide full crosswalk design services including plans, details, and traffic control plans. For more detail, please refer to the attached Exhibit "A" prepared by KOA Corporation.

Professional Service Fee

	<u>AHBE</u>	<u>KOA</u>	<u>Subtotal</u>
Phase 1.0 Preliminary Design	\$ 929.00	\$ 9,292.00	\$ 10,221.00
Phase 2.0 Final Design	\$ 758.00	\$ 7,576.00	\$ 8,334.00
Phase 3.0 Traffic Control Plans	\$ 1,929.00	\$ 19,294.00	\$ 21,223.00

Total Fee \$ 39,778.00

Note: Total Fee excludes Reimbursable Expenses.

Project Assumptions and Exclusions

- A. The scope of services includes the design and construction documentation of the crosswalks only. Design and detailing of hardscape, planters, fences, walls, finish grading and drainage is excluded.
- B. Professional services not included:
 - Construction administration
 - Structural engineering for landscape features
 - Storm water mitigation design and calculations
 - Exterior lighting design
 - Electrical engineering for all site lighting and irrigation power
 - Graphic design including ADA signage
 - Preparation of ADA access diagrams
 - Fountain mechanical engineering (if required)
 - Waterproofing design and documentation

- On structure and interior improvements
 - Soil testing—structural and agronomic
 - Arborist Report
 - Estimates of cost of construction
 - Review of plans with local Fire Department agencies
 - Caltrans drawings
 - As-built drawing preparation
 - Permit application fees or Agency meetings
 - Agency processing, except as noted above
 - Community meetings
- C. Verbal request to commence each task constitutes approval of prior design, material selections, etc. Change in subsequent phases will be considered Additional Services and will be documented and billed on an hourly basis at our Standard Hourly Rates.

Standard Hourly Rates*

Senior Principal	\$ 250.
Principal	\$ 175.
Sr. Project Manager, Sr. Project Designer	\$ 130.
Project Manager, Project Designer	\$ 110.
Job Captain	\$ 105.
Landscape Designer	\$ 90.
Landscape Staff	\$ 75.
Administrator/Clerical Staff	\$ 60.

** These rates are valid for calendar year 2014, and are subject to change on an annual basis.*

Reimbursable Expenses

Reimbursable expenses include: blueprinting, plotting (bond, vellum, and color), color laser printing, black and white and color reproduction, photographic film and processing, long distance phone charges, travel, mileage, parking fees, commercial messenger charges, overnight delivery, postage and handling. These expenses will be billed at 1.10 times cost. Mileage shall be billed at \$0.56 per mile.

Additional Services

All services not included in the above scope of work will be considered Additional Services and will be billed at the Standard Hourly Rates. All additional services will require written authorization from Architect and/or Owner before proceeding with any approved changes.

Invoices

Invoices will be submitted at monthly as a percentage of Phase completion. Payment is due upon your receipt of each invoice.

Thank you for this opportunity to be of service. Please call us if you have any questions or comments relative to scope or fee.

Sincerely,



Evan Mather, ASLA
Principal
AHBE Landscape Architects

cc: Mary Lu, Linda Daley

Project Approval

Landscape Architecture Services for Washington/National Streetscape Plan – Crosswalk Enhancements

To confirm your approval of this proposal (dated 2/5/14) and initiate our work on the project, please sign this letter and return it to us. Please retain a copy for your records.

CLIENT

City of Culver City

LANDSCAPE ARCHITECT

AHBE Landscape Architects

PRINTED NAME

PRINTED NAME

SIGNATURE

SIGNATURE

TITLE

TITLE

DATE SIGNED

DATE SIGNED



Proposal for Engineering Services Crosswalk Enhancement Design Culver City, California

SUMMARY OF PROJECT

Culver City has determined that as an integral part of their proposed streetscape improvements on Washington Boulevard is to enhance the crosswalks at the Landmark Street, National Boulevard, and Wesley Street intersections and a crosswalk at the National Boulevard and Venice Boulevard intersection. It is their intent that these crosswalks be “special” or distinctive. The City will provide direction as to the nature of the crosswalks. Crosswalks may be thermoplastic markings, contrasting pavement colors, pavers, or some other treatment yet to be determined by the City.

The scope of work will involve the preparation of construction documents to construct these proposed enhanced crosswalks. Additionally, the design scope will also include the preparation of plans to restore the vehicle detection that may be affected by the crosswalk construction at the intersections of Washington Boulevard/Landmark Street, Washington Boulevard/National Boulevard, and National Boulevard/Venice Boulevard, which are signalized intersections.

As an optional task, traffic control plans may also be included in the proposed scope of work. The need for traffic control plans will be dependent upon the type of crosswalks proposed to be constructed.

SCOPE OF SERVICES

KOA Corporation (KOA) is proposing to provide the following scope of services for the completion of the project described above.

Task 1 – Kickoff Meeting

KOA will meet with City staff to receive direction on the crosswalk locations and type of treatment desired by the City.

Task 2 –Base Sheet

KOA will utilize as-built plan sheets provided by the City as a base for preparing the crosswalk plans.

Task 3 – Preliminary Design

KOA will prepare preliminary improvement plans for review by the City. The plans will include:

- Installation details of the selected crosswalk treatment, which may involve marking existing pavement or replacing the crosswalk area with a contrasting and/or decorative paving material.



- Plan layout sheets of the crosswalks

The scope of services for the crosswalks is based on the assumption that the City will select the type of treatment and provide direction as to the desired location of the enhanced crosswalks. Details will not be prepared for alternative treatments. It is assumed that all sidewalk ramps are in place and are ADA compliant, and any ramp modifications or signal modifications other than vehicle detection restoration will not be a part of these construction documents. KOA will prepare a preliminary opinion of probable construction cost. KOA will review the preliminary design with the City staff and receive comments.

Task 4 – Final Design

Following receipt of preliminary design comments from the City staff, KOA will prepare final plans for the installation of the enhanced crosswalks, including plans for the restoration of the vehicle detection system affected by the crosswalk construction. Plans will be sent to the utility companies as a basis for relocations and adjustments of utilities should cutting of the pavement be a part of the plan. KOA will prepare an updated opinion of probable construction cost. We will provide technical special provisions for the project if required. KOA will review the plans with City staff and receive final comments for incorporation into the final deliverables.

Task 5 – Traffic Control Plans (OPTIONAL TASK)

If needed, KOA will prepare traffic control plans for the construction of the proposed crosswalks at the three intersections on Washington Boulevard. We have assumed a maximum of 8 traffic control plan sheets will be needed for crosswalk construction at Landmark Street (up to 2 stages), National Boulevard (up to 4 stages), Wesley Street (up to 2 stages), and Venice Boulevard (up to 2 stages). Additional construction stages or plan sheets may require additional budget, depending on staging required by the City to accommodate vehicular, pedestrian, and bicycle traffic.

Scope Assumptions

- All plans designed by KOA will be signed by a State of California registered civil engineer on our staff.
- The work scope for each task is considered complete upon KOA's submittal of the deliverables for that task.
- The Client will pay all fees and deposits associated with the permit applications, plan reviews, and approvals.
- Sidewalk ramp and traffic signal modifications other than vehicle detection restoration will not be included in the design.
- The City will direct KOA at the outset of the project as to the location and materials to be designed for the crosswalks.
- As-built drawings supplied by the City will be used as the design base.

OUT-OF-SCOPE SERVICES

Services rendered for out-of-scope work will be billed based on a time-and-materials basis or on a negotiated fee amount. Out-of-scope work would include all items not specifically detailed in the scope of services above or specifically excluded in the scope above. Out-of-scope services include the following:



- Requests by the City, County, or any other entity for items not covered in scope of services tasks described in this proposal. This includes any significant changes to the project scope that would require significant revisions to completed portions of the plans and other documents.
- Extra work effort required of KOA in order to expedite the Culver City's plan review time other than the normal City process.
- Plan review and coordination with other agencies in addition to the City.
- Deviations from previously authorized concepts and standards.
- Environmental clearance documentation.
- Potholing existing utilities.
- Separation of the plans into multiple bid packages.
- Preparation of detour plans or additional worksite traffic control plans beyond the extent described in the scope of services.
- Preparation and processing of permit applications.
- Additional presentations at public meetings to community groups, City Council, or any Commission not identified in the scope of services.
- Development of traffic signal modifications other than vehicle detection restoration.
- Development of sidewalk ramp modifications.
- Construction observation and other construction phase services not identified in the scope of services.
- Attendance at additional meetings, except as specifically indicated in the Scope of Services will be considered as additional work and billed accordingly.
- Our approach assumes a consensus regarding the need for this project. We have not allocated any resources to achieving a consensus regarding the need for improvements.
- Our fee excludes any costs paid to the City, other agencies, or utility companies for application fees, permits, plan and document reviews, utility records, etc.
- Significant changes in the approving agencies' standards and policies after the plans and documents have been reviewed by the agencies and that result in revising completed designs and analyses.
- Significant changes required in the plans and documents after receipt of comments from the previous City review may be considered as extra work.

SCHEDULE

Upon receiving an executed agreement from the Client, KOA will submit the Preliminary Design within 20 business days after the kickoff meeting and receiving the needed as-built plans. KOA will submit the Final Design to the City within an additional 15 business days following receipt of the preliminary design comments from the City. Please note that KOA cannot be held responsible for the time required by the City, utility companies, and/or other agencies responsible for processing or reviewing the plans and responding to our requests for record plans and information.

If the City elects to have KOA provide the optional services in addition to the basic services, then KOA will submit the Preliminary Design within 30 business days after the kickoff meeting and receiving the needed as-built plans. KOA will submit the Final Design to the City within an additional 20 business days following receipt of the preliminary design comments from the City.



FEE ESTIMATE

KOA will perform the work specified in the scope of services above for the not to exceed amount of \$16,868 (excluding the traffic control plans) or \$36,162 (including the traffic control plans). An approximate breakdown of the total fee amount is shown in the table below. Our services will be invoiced at KOA's standard billing rates for 2014, which are subject to annual adjustment effective on January 1 of each year.

Task No.	Description	KOA Fee
1	Kickoff Meeting	\$1,342
2	Base Sheet	\$1,368
3	Preliminary Design	\$6,582
4	Final Design	\$7,576
5	Traffic Control Plans (OPTIONAL TASK)	\$19,294
TOTAL		\$36,162

If the services described within this proposal is not authorized in 60 days, if changes occur in the scope of services or level of effort, or if our services are suspended for more than 180 days due to any circumstances beyond KOA's control, we reserve the right to revise the scope of services and schedule to reflect current conditions. Such revisions will be effected through mutually agreed upon amendments or modifications to this agreement.

The proposal is valid for 60 days.

INVOICING

Invoices will be submitted monthly, based upon an estimated completion percentage. Accounts are past due after 30 days. All services will be immediately stopped if any invoice is unpaid for 60 days or more, and such delinquent invoice payments may be subject to a late payment penalty of 1.5 percent per month and/or turned over to a collections agency at our discretion.

In any lawsuit brought to enforce the terms of this contract, the prevailing party shall be entitled to their reasonable attorneys fees.

TERMINATION

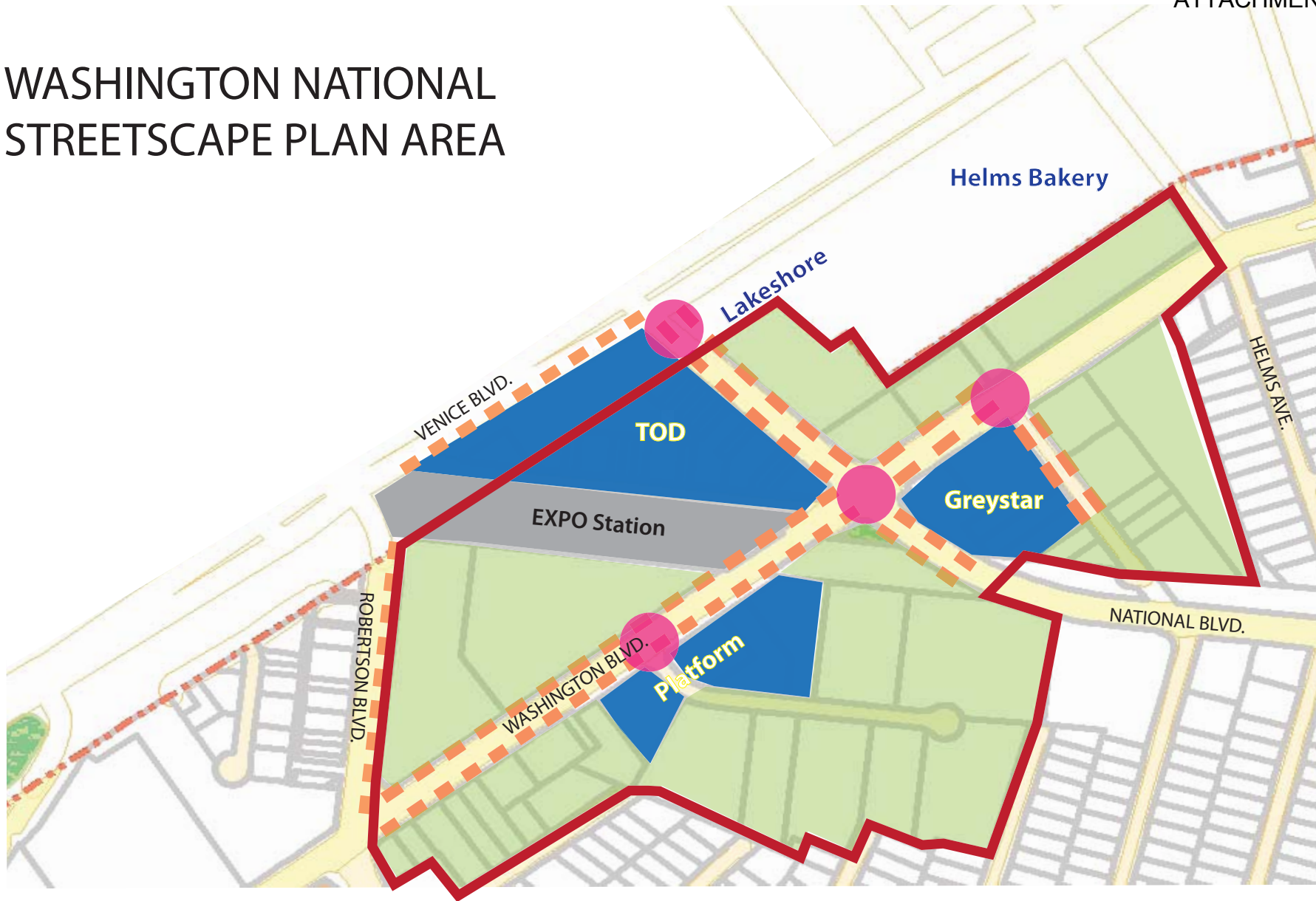
The Client or KOA may terminate this agreement by giving the other party ten days written notice of such termination. KOA shall receive fee payments from the Client proportionate to the services completed as of the date of termination. The Client will be entitled to receive deliverables at the level of completion relative to the fee payments received by KOA. All outstanding valid invoices shall be paid to KOA.

KOA is fully able to meet the insurance requirements of projects of this type. The firm has coverage in the following areas: Professional Liability (\$1 million per claim, \$2 million aggregate), Automobile Liability (\$2 million) and General Liability (\$5 million). Our Worker's Compensation coverage meets the insurance requirements of California State law.

KOA and the Client each agree to indemnify and hold the other harmless from any and all losses, damages, awards, penalties or injuries or cost, including reasonable attorney's fees and cost of defense, which accrue or arise from or result by reason of a claim asserted by a third party which arises from any alleged breach of such indemnifying party's representations and warranties made under this Agreement or such indemnifying party's own negligent acts, errors, and omissions in the performance of their obligation under this Agreement or with respect to the Project.

45

WASHINGTON NATIONAL STREETSCAPE PLAN AREA



-  Transit Oriented Development (TOD) District Boundaries/Conceptual Plan Limits
-  Streetscape Improvement Limits
-  Common Areas - Crosswalks



TILDEN TERRACE STREETSCAPE



ACCESS CULVER CITY STREETSCAPE