



**Aubrey Davis Park Master Plan  
Request for Qualifications  
Addendum #1: Questions from responding firms with answers  
April 26, 2018**

**Paul West, Interim Parks and Recreation Director**

The answers to these questions are provided as the best available information to date. Any discussion of scope may be revisited during contract negotiations with the selected consultant.

1. Please clarify what is meant by “legal survey”? Can you please confirm if that is referring to just title search (easements, property ownership, etc.) or topographic and boundary survey (existing features).

WSDOT will be providing property research including legal descriptions, survey plan sheets and other property information. The consultant should be capable of working with these materials as well as title reports, and ideally would have experience with WSDOT ROW survey information. We do not anticipate needing services of a licensed land surveyor from the consultant.

2. Is the Arts Comprehensive Plan addendum complete, or is an arts plan to be included in the scope of the master plan? Please confirm the role of the design team regarding public art. Are we just coordinating with the Arts Council project or do we need to bring in a public art consultant for the master planning process.

The consultant should have experience planning for outdoor art. In addition to planning for the future of the Gretta Hackett Outdoor Sculpture Gallery, we expect the consultant to identify other locations and opportunities for outdoor art. The consultant should be capable of evaluating how art as a functional part of the landscape contributes to and conflicts with other recreational and transportation uses.

3. Technical Capabilities includes “structural engineering” and the section titled “Landscapes and Facilities Assessment” lists the existing restrooms as part of the assessment. Can you confirm how detailed of an assessment is the city looking for? We are trying to determine if we will need an architect on our team.

We expect that the consultant will need to be able to communicate with WSDOT engineering for analysis of alternatives that involve bridges and lid structures. These structures were designed for existing loads and WSDOT will be determining whether any new proposal would increase or decrease the loading of the structure. The consultant should be able to provide schematic designs and specs that a WSDOT engineer could evaluate for this purpose. This is not full construction engineering for any specific improvement. The assessment of the restroom should be made by someone qualified evaluate the useful life of such a facility and include evaluation of accessibility requirements.

4. Technical Capabilities includes “transportation engineering” and “multi-modal transportation”. It isn’t clear what level of involvement is expected for the transportation engineering that would be separate from trail design and facilities. For example, do we need to coordinate or address transit access or facilities, traffic analysis around the park, potential revisions to access ramps, or other motorized planning and analysis?

The multi-use Mountain to Sound Trail that traverses Mercer Island is one of the defining facilities of Aubrey Davis Park. We expect a greater level of design detail on this facility than on other facilities considered in the master plan. The consultant will need to be able to coordinate with the light rail station integration design process that Sound Transit and the City are undertaking in the same timeframe as this master plan. Traffic analysis by others around the Town Center that will affect how trails and active transportation interface with other transportation options. The consultant does not need to plan for motorized transportation (except for on-site parking) but does need to be able to use information provided by others to evaluate options.

5. What are the names and departments of the individuals that are on the selection committee?

The selection committee has not been finalized. It will include myself, Paul West, and Barb Chamberlain, Director of Active Transportation Programs at WSDOT at minimum.

6. Are the studies by Toole Design Group, included with the RFP, complete, or to be included in the master plan scope? Please clarify.

The bollard study is complete and could be incorporated by reference in a draft plan, subject to public and WSDOT review. The conflict reduction study should be used as background information in developing conceptual designs for the trail. The designs in this study need to be considered in a larger context of recreation and transportation planning.

7. Of the current studies outlined, is the master plan consultant expected to develop those in greater detail along with the master plan, coordinate with the current design consultants on those projects, or to integrate the work as it is designed?

The integration of current studies and plans must be done on a case-by-case basis. Most of those listed in the RFQ will be part of the existing context for the design program. The Toole Design Group conflict reduction study is an exception to this (see previous question).

8. Is the intended scope to focus specifically on trail alignment, linkages, and access, or is the master plan to look at the park more holistically, including possible reconfiguration of the existing fields and park design?

The goal of the master plan is to identify capital reinvestment and future facilities that will be needed to meet public needs for the next 20-30 years. The planning must start from a broad consideration of this, but it will be strongly constrained by the site. It is a fully developed park that has limited options for siting new or redeveloped facilities. For example, the trail is not going to be substantially relocated. We would expect that sportsfields would remain as well. WSDOT and FHWA policies on ROW uses further limit what options can be considered. There is an exception is the area through Town Center and the light rail station where additional planning is going to be concurrent. There are pockets of opportunities scattered throughout the park.

9. Are there current design proposals available for the concurrent projects identified in the RFP (Sound Transit East Link light rail station, King County North Mercer Island/Enatai

Sewer Upgrade, Town Center development, various utility projects)? Are aspects of these included in the master plan?

King County North Mercer/Enatai Sewer Upgrade is currently entering 60% design, with substantial completion expected by the end of fall 2018. This impacts the eastern half of the trail. Trail planning of this section will be a fast-track item for the selected consultant. Other design processes are just getting underway. The master plan will be developed concurrently in coordination with these.

Will the consultant or the City be the lead for the public engagement and outreach process?

The City will be the lead on public engagement overall. This scope will be negotiated with the selected consultant.

What is the intended deliverable and level of detail for the project? (i.e. design guidelines, detailed design for any portion of work to a specific percent of completion, etc.)

The scope of the deliverables will be negotiated with the selected consultant. Deliverables can be found in the RFQ. As stated above, trail planning is expected to be done to a level of schematic design. For other facilities, conceptual design will typically be sufficient.

10. Is the consultant responsible for the creation of the website for the final master plan, or simply providing the necessary documents for the City to upload to their site?

The consultant needs to provide pdf documents that have been reduced in size to facilitate quick upload. The consultant will also be asked to provide CAD and shapefiles of final products.

11. Are there particular maintenance concerns that the city is hoping to address during this park's planning effort?

The soils, plants and irrigation of the park need to be addressed in the master plan, at least at a conceptual level. The soils were sand based mixes that have become depleted. Mapping out a way to renovate the horticultural landscape is part of the master plan. In addition, trail pavement failures, typically from tree root intrusion needs to be addressed as a capital reinvestment need as well. There may be design standards that could be applied as trails are replaced that would reduce this conflict in the future. If there are ways to reduce maintenance, that would be desirable outcome of the master plan. City and WSDOT staff involved with maintenance will compile suggestions for consideration by the consultant.

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