

ANNOUNCEMENT

REQUEST FOR QUALIFICATIONS

PENN'S LANDING REDEVELOPMENT

The Delaware River Waterfront Corporation (DRWC) is hereby seeking qualifications from reputable and accomplished firms with relevant experience to conduct preliminary design and engineering for and an in-depth analysis of the redevelopment of Penn's Landing, as envisioned by The Master Plan for the Central Delaware (the Master Plan) prepared by DRWC and adopted by the Philadelphia City Planning Commission in March 2012. For the purposes of this study, Penn's Landing is defined as the area east of I-95 from Market Street to South Street.

The study will be managed and funded by DRWC in consultation with various city and state agencies and officials. DRWC expects that the successful team will be led by an architectural, landscape architectural, and/or urban design firm and will include expertise in transportation, structural and civil engineering, and cost estimating as core members.

Attached is information relating to submitting a proposal including specific requirements.

A mandatory pre-proposal meeting will be held on Friday, February 8 at 2:30pm at the DRWC offices at 121 N. Columbus Blvd. The DRWC will accept all questions in writing until Friday, February 15 at 5:00pm. The DRWC will post a written response to all questions on its web site by Friday, February 21 at 5:00pm.

Sealed proposals (ten hard copies; one CD) must be received by Monday, March 4 at 4:00pm. The proposal should be addressed to:

Karen Thompson
Project Manager
Delaware River Waterfront Corporation
121 North Columbus Boulevard
Philadelphia, PA 19106

Interviews will be held with selected respondents during the week of March 18, 2013.

If you have any additional questions, please contact Ms. Thompson at:
KThompson@DelawareRiverWaterfrontCorp.com

I. INTRODUCTION

The Master Plan for the Central Delaware, a plan for the redevelopment and revitalization of six miles of Delaware River waterfront in Philadelphia, was released in October of 2011 and adopted by the Philadelphia City Planning Commission in March of 2012. This plan makes recommendations for a wide range of waterfront improvements including new development, open space, transportation networks, and programming. Both the full 300-page Master Plan as well as the 24-page Summary Report can be downloaded here: <http://www.plancentraldelaware.com/project-info/current-work/>

The Plan was managed by the Delaware River Waterfront Corporation (DRWC), a 501(c)(3) organization established in 2009 to coordinate the redevelopment of the 5.7 miles of the Central Delaware waterfront.

The Master Plan envisions an integrated network of parks, trails, street improvements and public spaces along the Delaware River that, taken together, permit greater access by the public to the river and create incentives for private development. A principal recommendation of the plan is to create a public park every one-half mile along the waterfront and to have each park connect back to the neighborhoods of the City via an improved street or public passageway.

The Master Plan identifies Penn's Landing as one of three "Priority Sites," a key node where public sector investment should be targeted in order to spur development. The Master Plan's vision for the Penn's Landing area seeks to overcome the formidable barrier presented by I-95 and Delaware Avenue in order to re-connect Old City, a vibrant urban neighborhood which includes at its western edge all of the historic sites surrounding Independence Mall, to the river's edge. The proposed redevelopment plan for Penn's Landing involves four significant components:

- **Penn's Landing Park** is central to the redevelopment of an area that is envisioned to include private development on DRWC-owned waterfront parcels north and south of the proposed park. The park as envisioned in the Master Plan has two components: a four acre cap over I-95 and Columbus Boulevard from Chestnut Street to Walnut Street and a four acre tilted park stretching from Columbus Boulevard to the river. This park, nearly eight acres in size, will exist exclusively on property that is currently in public ownership. The park will need to negotiate several changes in elevation, cross over I-95 and Columbus Boulevard, extend an existing partial highway cap over I-95 to Walnut Street (or replace the existing cap entirely), connect the existing Chestnut and Walnut Street bridges, and descend down to the river's edge. Its design will have to allow for strong interaction to new private development at its northern and southern edges as well as accommodate street traffic, surface transit, bicyclists, and pedestrians. The tilted portion of the park from the east side of Columbus Blvd. to the river's edge should also ideally include structured parking below the park surface.

- **The six-acre Market Street site** currently serves as a surface parking lot for Penn's Landing. Nearly three acres of the site is occupied by the scissor ramp infrastructure spanning between Market Street and Chestnut Street. These ramps were built in the 1970s in advance of future redevelopment of the site to accommodate a project which did not materialize. The Master Plan recommends demolition of the scissor ramps to increase the size of the development site, envisioned as a significant mixed-use development that complements and animates the park at Penn's Landing. Demolition of the scissor ramp infrastructure requires the design of new and improved vehicular and pedestrian access to the site.
- **The four-acre Marina Basin site** is currently a public marina, home to several permanent boats and a popular kayaking program as well as the Hyatt Hotel and the Independence Seaport Museum. The Master Plan recommends that the four acres of land (including acreage for everything south of Walnut) surrounding the marina basin be redeveloped along its western and southern edges as mid-rise housing with ground-floor retail, dining, and entertainment, as well as the possibility of a higher rise element on the site of the current Chart House restaurant. The realization of this plan would necessitate the relocation of the Cruiser Olympia to an alternative site along the Penn's Landing promenade or at a different location in Philadelphia or some other suitable site in another city. The plan might also necessitate the relocation of the restaurant ship Moshulu to a nearby site.

The plan also recommends the redesign or replacement of the current Independence Seaport Museum on the northern end of the basin, as well as additional restaurant development on the inboard side of the marina quay.

- **The South Street Pedestrian Bridge** currently crosses over I-95 and connects pedestrians to the Penn's Landing parking lot on the west side of Columbus Boulevard. The Master Plan envisions an extension of the bridge to the southwest corner of the basin, to which is bordered on the north by the Independence Seaport Museum and on the northwest by the Hyatt Hotel. This extension of the bridge will provide a convenient and more direct connection for Philadelphians to the river's edge.

IMAGE 1: EXISTING CONDITIONS SITE MAP



IMAGE 2: MAP OF PROPOSED LAND USE FOR WATERFRONT



The purpose of this study is to explore the three-dimensional implications of this part of the Master Plan, to establish spatial and development possibilities associated with it, and recommend logical vehicular and pedestrian movement between the grid of the city and the waterfront in this area. In doing so, it is the expectation of the DRWC and the City of Philadelphia that a realistic phasing plan and cost estimates for each phase will be prepared as part of the study.

The study will be conducted in two phases. The first phase will result in preliminary design and engineering, along with an order-of-magnitude cost estimate for each project element. The consulting team's work will then be evaluated by DRWC's Planning Committee and staff as well as other necessary stakeholders. Upon successful and satisfactory completion of Phase One, the consulting team will then be authorized to proceed to Phase Two; however, if the work completed in Phase One is found unsatisfactory, DRWC retains the right to terminate the contract. Phase Two will result in a refinement of the design, engineering, and cost estimates completed in the first phase to a point where they may be presented to public, private, and philanthropic organizations for further funding and support necessary for the eventual construction of the project. A detailed phasing plan for infrastructure improvements and the development sites will also be a part of Phase Two. DRWC expects that both phases of the study should be complete within 6 months of a notice to proceed. A detailed schedule for each phase should be included as part of the proposal submission.

II. QUALIFICATIONS

It is anticipated that the selected firm on this project will have strong qualifications architecture, landscape architecture and/or urban design, civil and structural engineering, transportation planning, and cost estimating. The lead discipline, although not necessarily the most costly element, should be architecture, landscape architecture, and/or urban design.

III. PROJECT LIMITS

The project boundaries are generally Front Street, the Market Street, the Delaware River, and South Street, as shown on the graphic below. The project is divided into four subareas:

- Penn's Landing Park – Bounded by Front Street, Chestnut Street, the Delaware River, and Walnut Street.
- The Market Street Site – Bounded by Columbus Blvd., Chestnut Street, the Delaware River, and 2nd Street, the Market Street ramp across I-95, the Delaware River, Chestnut Street, Front Street, and Market Street.
- The Marina Basin site – Bounded by Columbus Blvd., The Seaport Museum, and the Delaware River
- South Street Pedestrian Bridge – The extension of the existing bridge over Columbus Boulevard to the southwest corner of the basin, as depicted below. The subarea includes the Penn's Landing parking lot at the South Street Bridge.

IMAGE 3: PROJECT LIMITS



IV. PROJECT SCOPE

GENERAL OBJECTIVES

The Master Plan's overall intention for the project area to redevelop Penn's Landing into a thriving, dynamic destination for both public enjoyment and economic development, and to connect the site in a seamless fashion to Old City and its adjacent historic sites. In concept, the redevelopment of Penn's Landing will transform Front Street between Chestnut and Walnut Streets into the new gateway to the river. The new Penn's Landing Park will center the redevelopment, and should be highly accessible and activated by mixed-use development on both the northern and southern edge of the park. In this project, please consider the following goals of the Master Plan for the Central Delaware:

- Develop attractive, distinctive, and safe public spaces and streetscapes
- Respond to the historic and architectural character of the adjacent neighborhood
- Incorporate public art and programming
- Promote potential opportunities for the construction of stormwater management elements such as rain gardens or other best management practices

A major goal of this study is to determine whether or not the master plan's concept for the Penn's Landing project area is feasible and cost effective in terms of structural engineering, transportation/circulation, and real estate development.

See Appendix A to review plans and designs of adjacent relevant waterfront and related projects.

PENN'S LANDING PARK

» Structural Engineering

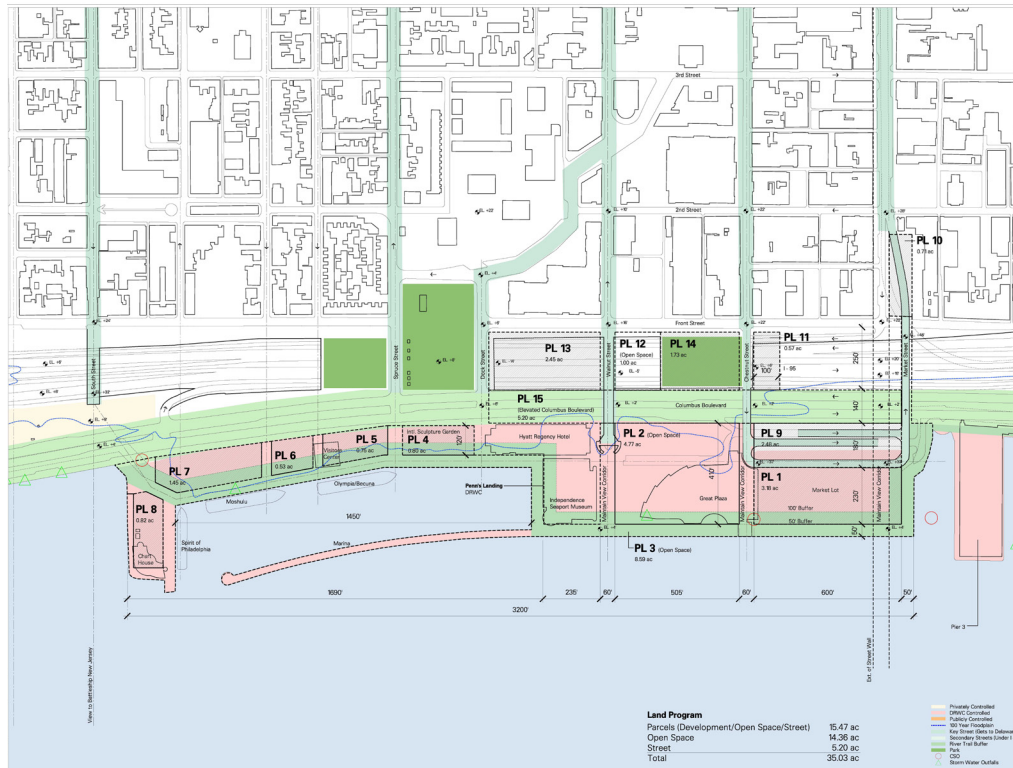
The existing 1.73 acre cap over I-95 at Chestnut Street must be extended south to connect to Walnut Street (see Image 4 below). The cap must also be extended east to cover Columbus Boulevard. The cap will eventually incorporate the Great Plaza itself to create one continuous eight-acre park. The cap will need to mitigate noise and the visual impacts of I-95 / Columbus Boulevard and accommodate an approximate six-foot elevation change from Chestnut Street to Walnut Street and a 12- to 18-foot elevation change from Front Street to the River. The study of the existing cap and proposed southward extension should also evaluate the possible ways of mitigating the west to east slopes of the deck over I-95 and the existing Chestnut and Walnut Street bridges, which obscures the view of the Delaware River from Front Street until almost two-thirds of the way across. The study should provide an assessment of the remaining design life of the structures that form the existing cap, as well as an assessment of the suitability of the existing cap substructure and retaining walls for the use of supporting the proposed cap extension south to Walnut Street and east over Columbus Boulevard. The study should also evaluate the structural and financial feasibility of incorporating public parking on one or more levels under the tilted park.

The existing substructure at Penn's Landing generally consists of piles beneath the walkways connecting to the river and along the river and fill under the parking lot and Great Plaza.

IMAGE 4: AERIAL OF EXISTING PARK



IMAGE 5: PARCEL PLAN



» Programming

The Park, when completed, will be approximately the same size as Rittenhouse Square. The Park must be designed to accommodate a variety of active uses such as concerts, festivals, and other events, both large as well as small format in nature, as well as temporary and permanent art. The park must also include areas for daily passive recreation both as a neighborhood resource as well as a regional amenity, and accommodate a new ice-skating rink of the same size as the current facility.

See Appendix B for Penn's Landing Park schematic design and design guidelines, as indicated in the Master Plan.

IMAGE 6: RENDERING OF PARK FROM MASTER PLAN FOR THE CENTRAL DELAWARE (LOOKING EAST)



» **PENN'S LANDING PARK DELIVERABLES:**

- An overall structural plan and cost estimate for the proposed expansion of the caps over I-95 and Columbus Blvd, with illustrations and sections developed in coordination with PennDOT and the City Streets Department
- A conceptual design for the tilted park, a provision of surface and/or structured parking under the park, including a cost estimate which includes the demolition of the Great Plaza and all related site improvements.

THE MARKET STREET SITE

» **Structural Engineering**

The existing scissor ramp infrastructure that circulates vehicular traffic from Chestnut Street, Market Street, and Columbus Boulevard should be demolished to provide access to approximately three acres of developable land. Removal of the scissor ramp infrastructure requires traffic planning to provide alternative and improved vehicular access to the site. The study should evaluate whether the existing elevated viaduct connecting Chestnut and Walnut Street should be preserved or demolished and replaced with an alternative vehicular way to accommodate the horizontal and vertical circulation for vehicles and pedestrians. The removal or repurposing of the viaduct must accommodate or relocate the SEPTA buses that currently queue on the viaduct. The Master Plan depicts Market Street as a pedestrian bridge; however as part

of the scope of this study, the design team should explore all possible pedestrian and vehicular connections between Old City and the Market Street development site, and make a recommendation as to the best option for the Market Street Bridge as pedestrian-only, vehicle-only, or both. In terms of the existing and proposed extensions of the cap over I-95, PennDOT will provide as-built drawings to the consultant team.

IMAGE 7: EXISTING SCISSOR RAMPS AERIAL



» The Development Opportunity

The Master Plan envisions a mixed-use development for the site that, together with the new park at Penn's Landing, will create a thriving waterfront destination. Respondents should evaluate the economic and planning feasibility of a wide range of potential uses, such as residential, hotel, retail, and entertainment, and develop a massing scheme to accommodate the recommended uses. Refer to the Economics chapter of the Master Plan to better understand the economic environment of the Central Delaware area.

The site is zoned CMX-4 and is located in the Central Delaware Overlay District. This zoning can accommodate a significant density of development, which will be needed to create the public justification for the capital expenditures involved in the extension of the current cap and the creation of the new park. The Master Plan generally recommends low- to mid-rise development along the Central Delaware to respond to expected market demand as well as the existing city fabric. However, the Master Plan recognizes that high-rise development may be appropriate in instance such as Penn's Landing where the development serves as a marker of a significant waterfront destination.

One of the principal zoning requirements for the site is the provision of a minimum 50 foot setback from the top of bank of the Delaware River which will allow for a continuous waterfront esplanade along the length of Penn's Landing, as well as a similar setback on the northern edge

of the site to provide pedestrian access from Market Street to the river (see the transportation section below for more information on the multi-use trail).

» **MARKET STREET SITE DELIVERABLES:**

- A recommended development scheme for the Market Street site.

THE MARINA BASIN

The consultant team should evaluate and comment on the mid-rise residential/retail development scheme for the basin that is detailed in the master plan. In addition, the consultants should more fully evaluate the Master Plan's ideas for the marina basin itself such as restaurant barges, a bridge from the terminus of Spruce Street to the quay, and fountains or other water features which could animate the basin and take fuller advantage of this very expensive piece of infrastructure. The consultants will need to confer with the staff of the Independence Seaport Museum and the owners of the Hyatt Hotel regarding future plans for the expansion and/or renovation of those buildings.

» **MARINA BASIN DELIVERABLES:**

- An evaluation of the development scheme for the basin area as proposed in the Master Plan and recommendations for improved animation of the basin itself.

THE SOUTH STREET PEDESTRIAN BRIDGE EXTENSION

Currently, a pedestrian bridge extends from South Street over I-95 into a parking lot owned by the Interstate Land Management Corporation (ILMC) that is leased to and operated by DRWC (see aerial image below). As part of this study, the design team will recommend structural engineering and design specifications for the extension of the pedestrian bridge over Columbus Boulevard to the Penn's Landing Marina Basin to provide a seamless connection to the waterfront from South Street.

» **SOUTH STREET BRIDGE DELIVERABLES:**

- A conceptual design and cost estimate for the extension of the South Street Bridge, based on consultation with PENNDOT and the City Streets Department

IMAGE 8: AERIAL IMAGE OF EXISTING SOUTH STREET PEDESTRIAN BRIDGE

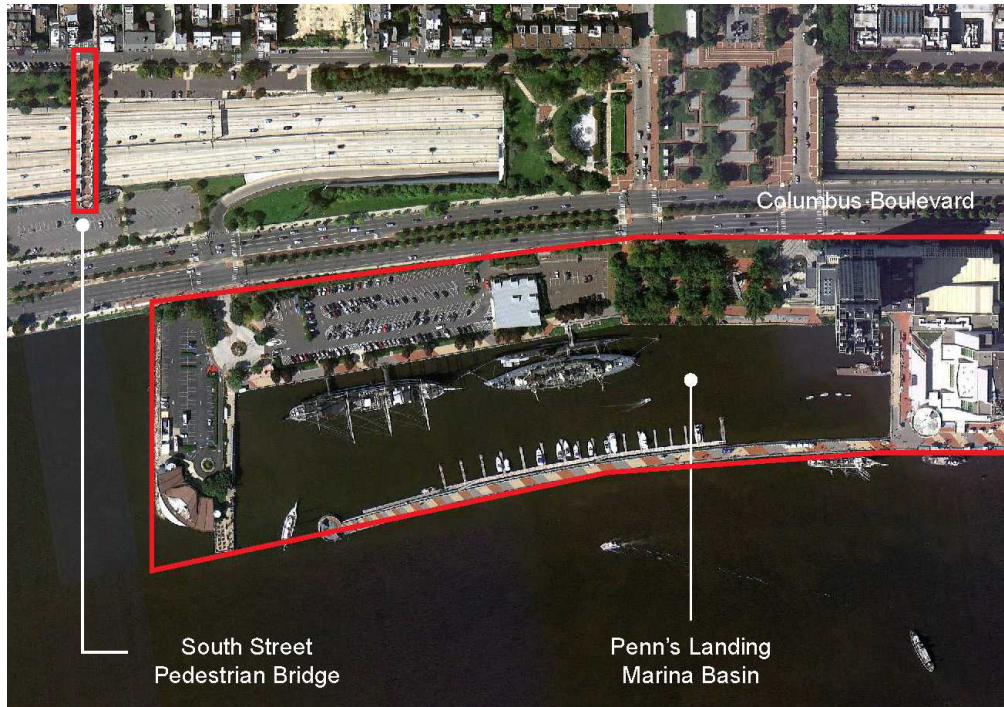


IMAGE 9: RENDERING FROM THE MASTER PLAN SHOWING AN EXTENDED SOUTH STREET BRIDGE



TRANSPORTATION

» Columbus Boulevard/Delaware Avenue Light Rail

Columbus Boulevard/Delaware Avenue is the critical thoroughfare for local uses on the waterfront. The Master Plan strongly recommends the addition of a mass transit system which would run from Mifflin Street to Frankford Avenue and connect to the downtown business core via Market, Front, and Dock Streets (see illustration below). This was predicated on the construction of a light rail system, which was proposed in a study commissioned by the Delaware River Port Authority. Since then, various City and SEPTA officials have also suggested a Bus Rapid Transit system as an alternative. For the purposes of this study, the recommended design and

engineering of the cap over Columbus Boulevard will need to accommodate future transit needs, taking into consideration the alignment (median vs. curbside), vertical clearance, electrical wiring, and right of way.

Respondents should refer to the Transportation section of the Master Plan to better understand the transit goals of DRWC and the city.

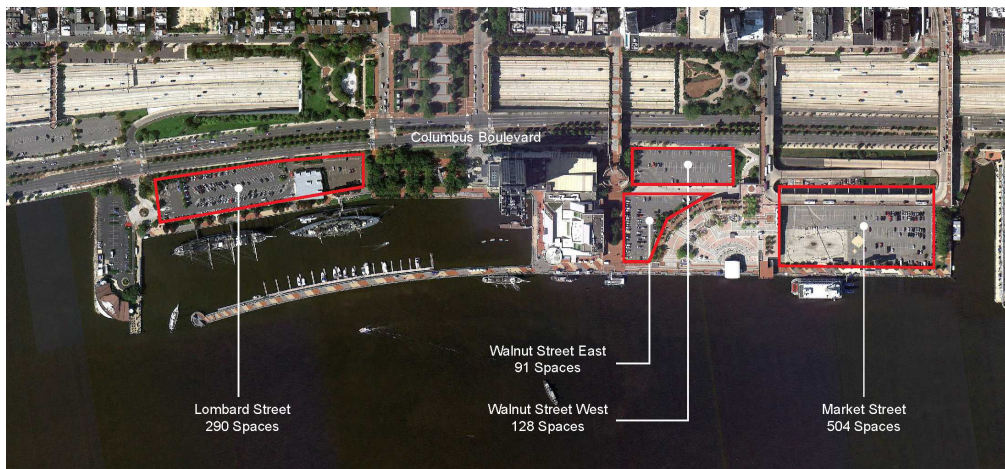
» Parking Plan

One of the primary transportation challenges of the Master Plan in general, and the redevelopment of Penn's Landing in particular, is to move the waterfront from an autocentric environment to an urban environment that accommodates a broadened range of options for movement to and within the waterfront area. Given the long-term nature of transit improvements planned for the waterfront, simply removing all existing parking is not a viable option; some parking will always be needed. In its current configuration, Penn's Landing includes four surface parking lots (Market Street, Walnut Street East, Walnut Street West, and the Lombard Street lot, which, along with spaces leased by DRWC from ILMC at South Street, accommodate approximately 1000 parking spaces (see image below). The design team should seek to replace as many of these lost spaces as possible but it is not imperative that every parking space is replaced in-kind.

The study should recommend ways to provide additional on-street parking, to manage and design off-street parking, and to better incorporate parking into the design of developments to minimize the presence of parking facilities. As part of this study, the design team will need to accommodate the loss of surface parking through structured parking below the tilted park and screened parking in the Market Street and Marina Basin development parcels.

Respondents should refer to the Transportation and Land Use Policies and Strategies sections of the Master Plan to better understand the parking goals of the Master Plan.

IMAGE 10: PARKING LOT DIAGRAM



» **Multi-Use Waterfront Trail**

A critical element of the Master Plan is a continuous multi-use trail running the length of the project area. The central section, from Washington Avenue to Penn Street, is located in the right-of-way for Columbus Boulevard/Delaware Avenue. The trail is located on the east side of the road as part of an ideal 38' to 22' section. The ideal section will accommodate a 12' multi-use trail, a separate 12' pedestrian sidewalk, and planted buffers of varying widths. DRWC is currently in discussions with PennDOT to determine if and how this ideal section can be accommodated along Columbus Blvd. The conceptual design for the on-street trail portion maintains both the bicycle and pedestrian trail components along Columbus Blvd within the limits of Penn's Landing, though pedestrians will be encouraged to leave the on-street portion and walk along the esplanade at the river's edge. The conceptual design for both the park and the development site should include the multi-use trail and provide good pedestrian and bike connections between those sites and the trail.

See Appendix C for alignment and representative sections of the multi-use trail. The selected firm will be asked to refer to the conceptual design for the on-street portion of the trail completed by the RBA Group in 2012.

» **Traffic Circulation**

In addition to the above, the study should include a comprehensive transportation and circulation plan that accounts for the impacts that would be associated with the implementation of the various components of the plan for Penn's Landing. Currently, SEPTA buses use the Market Street viaduct as a turnaround for several bus routes and the scissor ramps are used for vehicular travel between Columbus Blvd. and Old City. The consulting team should develop recommendations for a new circulation plan for all vehicular modes of travel, including emergency access, as well as pedestrian and bicycle circulation.

» **TRANSPORTATION DELIVERABLES:**

- An overall transportation plan for vehicular circulation for all of Penn's Landing site, including the two development sites (Basin and Market Street) developed in conjunction with PennDOT, SEPTA, and the City Streets Department.
- An overall circulation plan for pedestrian and bicycling access to all of the elements of the project area

FINAL DESIGN DELIVERABLES:

Including Phases One and Two, the consultant team shall provide professional services for:

- An overall structural plan for the proposed expansion of the caps over I-95 and Columbus Blvd, with illustrations and sections developed in coordination with PennDOT and the City Streets Department
- A conceptual design for the extension of the South Street Bridge, based on consultation with PENNDOT and the City Streets Department
- A conceptual design for the tilted park, provision of surface and/or structured parking under the park, and a cost estimate which includes the demolition of the Great Plaza and all related site improvements, including stormwater management.

Each of the above deliverables should include cost estimates developed in conjunction with PennDOT and City Streets.

- An overall transportation plan for vehicular circulation for all of Penn's Landing site, including the two development sites (Basin and Market Street) developed in conjunction with PennDOT, SEPTA, and the City Streets Department.
- A recommended development scheme for the Market Street site.
- An evaluation of the development scheme for the basin as proposed in the Master Plan.
- An overall circulation plan for pedestrian and bicycling access to all of the elements of the project area.
- A recommended phasing plan for the various infrastructure improvements and for the two main development sites.

The final deliverables to be provided to DRWC at the end of Phase Two must include:

- A final report
- An electronic presentation of the final report
- One physical model of the site reflecting the massing, one digital model of the entire site, and photosimulated renderings of the final design, taken at key locations

- Electronic copies of all associated files and supporting documentation

PUBLIC OUTREACH AND STAKEHOLDER MEETINGS

DRWC includes civic engagement and participation as a critical element of all design and construction projects. The Master Plan for the Central Delaware incorporated extensive public input and coordinated closely with the Central Delaware Advocacy Group (CDAG), a coalition of the 14 civic associations in the project area.

DRWC will establish a stakeholder steering committee for the project, including representatives of PennDOT, Philadelphia Streets Department, Philadelphia Water Department, SEPTA, DVRPC, and others. The steering committee will meet periodically throughout the project at key design decision points. The selected team will also be expected to meet with representatives from these and other agencies on an individual, ad-hoc basis. In addition, the consulting team will meet on a periodic basis with representatives of the following DRWC standing committees: Planning; Real Estate; and Programming.

Additionally, at least two large-format public meetings; the first to explain the overall scope of the study and to solicit public input, and the second to present the study's draft findings and recommendations, will be required as part of the project scope. These public meetings may be preceded by and/or followed by small focused meetings with neighborhood representatives as required. The design team will provide content and/or presentations for these meetings, and DRWC will coordinate the location, logistics, etc. as well as advertising for the meetings. For each meeting, the design team will produce meeting minutes/results and circulate to DRWC and the steering committee.

PROJECT MANAGEMENT

This project will be managed by DRWC, a 501(c)(3) nonprofit organization, and overseen by the Planning Committee of the DRWC Board of Directors. DRWC may assign an independent consultant project manager to work with the selected firm to act on their behalf in day-to-day management of and interaction with the selected firm, assist with the review and approval process, and provide additional support as-needed.

RFQ SCHEDULE

01/25/2013	Request for Qualifications released
02/08/2013	Mandatory Pre-Proposal Meeting
02/15/2013	Questions due to DRWC in writing (email is acceptable) by 5:00pm
02/21/2013	DRWC to post answers to questions online by 5:00pm
03/04/2013	Proposals due to DRWC by 4:00pm

Week of 03/11/2013 DRWC will short-list firms

03/22/2013 Interviews with short-listed firms

04/04/2013 Firm selected and contract awarded by DRWC board

FEE

The budget for the both phases of the study will be approximately \$400,000, with an additional \$50,000 for renderings, models, and other presentation materials. Respondents should include a detailed fee proposal for design work that responds to this level of analysis. The fee proposal should include hourly rates for all team members and a breakdown of the fee for both phases.

V. SUBMITTAL CONTENTS AND REQUIREMENTS

1. Letter of Transmittal including:

- A statement indicating your understanding of the work to be performed;
- An affirmation of the firm's qualifications for professionally and expertly conducting the work as understood;
- The firm's contact person concerning the proposal and a telephone number and email where that person can be reached.
- Complete itemized summary of services to be provided and their costs.

2. Qualifications including professional practice, areas of specialization, practice philosophy, and project/client mix as well as examples of a minimum of three (3) projects conducted by the firm of a similar scope. Please disclose any professional engagements, relationship, conflicts of interest or potential conflicts of interest with developers of projects, their contractors, subcontractors and consultants that might impact the project, both as it relates to design and construction.

3. Project Understanding and Approach:

The proposal must include a project vision and a detailed description of the procedures and methods you propose to use to complete this scope of work.

4. Project Team, including:

- Team organization/organization chart
- Services to be provided by each team member

- Technical resources
- Key principal, project, technical, and support personnel with resumes showing experience with similar projects; the primary principal and project manager who will lead the project should be explicitly indicated
- Statement regarding proposed Minority Business Enterprises (“MBE”), Woman Business Enterprises (“WBE”), and Disabled Business Enterprises (“DSBE”) participation

5. References:

List three references for the prime consultant and sub-consultants indicating project names, firm’s role, total design fee, start and completion dates, and full client contact info (including telephone and email).

6. Fees: Submit Fee Proposal which includes the following:

- Lump sum cost proposal for each project phase
- Allowance for reimbursable expenses
- Hourly rate schedule for additional services

7. Schedule:

A detailed project work schedule should be provided which includes time frames for each major work element, target dates for agency and public meetings, and dates for completion of draft and final documents, including permits and approvals.

8. Administrative Forms: The following forms, found on the DRWC website RFP page must be filled out and submitted by all individuals and/or firms, including sub-consultants:

- Campaign Contribution Disclosure Forms
- DRWC Conflict of Interest Form
- Solicitation for Participation and Commitment Form

9. Sealed proposals (ten hard copies; one CD), must be received by March 4, 2013, at 4:00 P.M. EST. Proposals should be addressed to:

Karen Thompson
Project Manager
Delaware River Waterfront Corporation
121 North Columbus Boulevard
Philadelphia, PA 19106

VI. SELECTION PROCESS

DRWC will review the proposals, select a short list, and will hold interviews with the short-listed firms during the week of March 18, 2013. The interviews will be conducted by the Planning Committee of DRWC's Board of Directors, which is chaired by Marilyn Jordan Taylor, Dean of the School of Design of the University of Pennsylvania. The interviews will be an opportunity for consultants to introduce staff members that would be assigned to the project and make a short proposal presentation. Shortly after conducting interviews, DRWC staff will recommend a selection to the DRWC Board of Directors which will approve the final selection of the consultant. The staff of DRWC will finalize the scope of work and execute a contract, in a form satisfactory to both parties. DRWC reserves the right to reject any or all proposals received in response to this request.

DRWC encourages the response and inclusion of Minority Business Enterprises ("MBE"), Woman Business Enterprises ("WBE"), and Disabled Business Enterprises ("DSBE") (collectively, "M/W/DSBE") in its contracts. The goal of DRWC is to ensure that all businesses desiring to do business with DRWC have an equal opportunity to compete by creating access to DRWC's contract opportunities by M/W/DSBEs and meaningfully increasing opportunities for the participation by M/W/DSBEs in DRWC's contracts at all tiers of contracting.

Respondents to this RFP should provide a description of any efforts it has made within its company and proposal which will help DRWC achieve these goals. These efforts may include, but are not limited to the following:

1. A description of respondents written diversity program identifying the race, gender and ethnic composition of its board of directors
2. Firm employment profile
3. A list of all M/W/DSBE vendors that the respondent does business with and a statement of the geographic area(s) where its services are most concentrated
4. A description of the respondent's efforts to maintain a diverse workforce, to maintain a diverse board of directors or administer a fair and effective M/W/DSBE contracting process.

Respondents should fill out and attach the Solicitation for Participation and Commitment Form, found on the DRWC website RFP page, for any M/W/DSBE firms that will be working on the project.

VII. RESERVATION OF RIGHTS AND SELECTION CRITERIA

RESERVATION OF RIGHTS

The DRWC reserves and in its sole discretion may, but shall not be required to, exercise the following rights and options with respect to the proposal submission, evaluation and selection process under this RFP:

- (a) To reject any proposals if, in the DRWC's sole discretion, the proposal is incomplete, the proposal is not responsive to the requirements of this RFP, the respondent does not meet the qualifications set forth in the RFP, or it is otherwise in the DRWC's best interest to do so;
- (b) To supplement, amend, substitute or otherwise modify this RFP at any time prior to selection of one or more respondents for negotiation and to cancel this RFP with or without issuing another RFP;
- (c) To accept or reject any or all of the items in any proposal and award the contract(s) in whole or in part if it is deemed in the DRWC's best interest to do so;
- (d) To reject the proposal of any respondent that, in the DRWC's sole judgment, has been delinquent or unfaithful in the performance of any contract with the DRWC or with others, is financially or technically incapable or is otherwise not a responsible respondent;
- (e) To reject as informal, non-responsive, or otherwise non-compliant with the requirements of this RFP any proposal which, in the DRWC's sole judgment, is incomplete, is not in conformity with applicable law, is conditioned in any way that is unacceptable to the DRWC, deviates from this RFP and its requirements, contains erasures, ambiguities, or alterations, or proposes or requires items of work not called for by this RFP;
- (f) To waive any informality, defect, non-responsiveness and/or deviation from this RFP and its requirements that is not, in the DRWC's sole judgment, material to the proposal;
- (g) To permit or reject at the DRWC's sole discretion, amendments (including information inadvertently omitted), modifications, alterations and/or corrections of proposals by some or all of the respondents following proposal submission;
- (h) To request that some or all of the respondents modify proposals based upon the DRWC's review and evaluation;
- (i) To request additional or clarifying information or more detailed information from any respondent at any time, before or after proposal submission, including information inadvertently omitted by the respondent;
- (j) To inspect and otherwise investigate projects performed by the respondent, whether or not

referenced in the proposal, with or without the consent of or notice to the respondent;

- (k) To conduct such investigations with respect to the financial, technical, and other qualifications of each respondent as the DRWC, in its sole discretion, deems necessary or appropriate; and
- (l) To waive and/or amend any of the factors identified in the RFP as pertaining to the respondent's qualifications.

CONTRACT NEGOTIATION AND AWARD

The DRWC reserves and in its sole discretion may, but shall not be required to, exercise the following rights and options with respect to the contract negotiation and award process resulting from this RFP:

The DRWC reserves the right to enter into post-submission negotiations and discussions with any one or more respondents regarding price, scope of services, and/or any other term of their proposals, and such other contractual terms as the DRWC may require, at any time prior to execution of a final contract. The DRWC may, at its sole election, enter into simultaneous, competitive negotiations with multiple respondents or negotiate with individual respondents serially. Negotiations with respondents may result in the enlargement or reduction of the scope of services, or changes in other terms that are material to the RFP and the submitted proposals. In such event, the DRWC shall not be obligated to inform other respondents of the changes, or to permit them to revise their proposals in light thereof, unless the DRWC, in its sole discretion, determines that doing so is in the DRWC's best interest.

In the event negotiations with any respondent(s) are not satisfactory to the DRWC, the DRWC reserves the right to discontinue such negotiations at any time; to enter into or continue negotiations with other respondents; to enter into negotiations with firms that did not respond to this RFP and/or to solicit new proposals from firms that did not respond to this RFP, including but not limited to negotiations or proposals for components of the System, if any, that are deleted by the DRWC from the successful proposal or the contract resulting from it. The DRWC reserves the right not to enter into any contract with any respondent, with or without re-issue of the RFP, if the DRWC determines that such is in the DRWC's best interest.

PROPOSAL EVALUATION

Proposals that the DRWC determines, in its sole discretion, are responsive to the RFP will be reviewed by a selection committee designated by the DRWC. The DRWC, in its sole discretion, may require any respondent to make one or more presentations of its proposal to the selection committee, in DRWC offices, at no cost to the DRWC, addressing its ability to satisfy the requirements of this RFP. The DRWC shall not be required, however, to permit any respondent to make such a demonstration.

Cost to the DRWC is a material factor, but not the sole or necessarily the determining factor in proposal evaluation. The DRWC may, in its sole discretion, award a contract resulting from this RFP to a person or entity other than the responsible and qualified respondent submitting the lowest price. The contract will be awarded to the respondent whose proposal the DRWC determines, in its sole discretion, is the most advantageous to the DRWC and in the DRWC's best interest.

The DRWC, in its sole discretion, may, but shall not be required to, reject without further consideration the proposal of any respondent that has not demonstrated, in the DRWC's sole judgment, that it satisfies the qualifications criteria provided in the RFP. The DRWC reserves the right, in its sole discretion and without notice to respondents, to modify this evaluation procedure as it may deem to be in the DRWC's interest.

Evaluation factors to be considered by the DRWC include, but are not limited to, the following (no particular order of importance, weighting, or other priority is assigned to these factors or reflected by their order in the list):

- (a) Project understanding and soundness of proposed project methodology, including but not limited to the detail and accuracy of the proposed scope and statement of work and implementation plan
- (b) The respondent's financial and technical qualifications to perform the work required by the RFP, as presented in its proposal and determined by any other investigations conducted or information obtained by the DRWC
- (c) References provided by the respondent, particularly from projects of similar complexity and scope;
- (d) Commitment and ability to complete the project and secure approvals and permits within a reasonable time frame
- (e) Superior ability or capacity to meet particular requirements of contract and needs of the DRWC and those it serves
- (f) Superior prior experience of applicant and staff
- (g) Superior quality, efficiency and fitness of proposed solution for the DRWC
- (h) Superior skill and reputation, including timeliness and demonstrable results
- (i) Special benefit to continuing services of incumbent, such as operational difficulties with transition or needs of population being served
- (j) Administrative and operational efficiency, requiring less DRWC oversight and administration

- (k) Anticipated long-term effectiveness
- (l) Meets qualification/prequalification requirements as set forth in this RFP
- (m) Inclusion of M/W/DSBE participation as prime contractors, subcontractors, joint venture partners and employees in respondent's proposal;
- (n) Any other factors the DRWC considers relevant to the evaluation of the proposal.

VIII. CONFIDENTIALITY, RESPONSIBILITIES, AND NON-DISCRIMINATION

CONFIDENTIALITY AND PUBLIC DISCLOSURE

The successful applicant shall treat all information obtained from DRWC which is not generally available to the public as confidential and proprietary to DRWC. The successful applicant shall exercise all reasonable precautions to prevent any information derived from such sources from being disclosed to any other person. The successful applicant agrees to indemnify and hold harmless DRWC, their officials and employees, from and against all liability, demands, claims, suits, losses, damages, causes of action, fines and judgments (including attorney's fees) resulting from any use or disclosure of such confidential and/or proprietary information by the successful applicant or any person acquiring such information, directly or indirectly, from the successful applicant or through this RFP process.

By submission of a proposal, applicants acknowledge and agree that DRWC is subject to state and local disclosure laws and, as such, are legally obligated to disclose public documents, including proposals, to the extent required hereunder. Without limiting the foregoing sentence, DRWC's legal obligations shall not be limited or expanded in any way by an applicant's assertion of confidentiality and/or proprietary data.

PRIME PROVIDER / CONTRACTOR RESPONSIBILITY

The selected applicant will be required to assume responsibility for all services described in their proposals whether or not they provide the services directly. DRWC will consider the selected applicant as the sole point of contact with regard to contractual matters.

DISCLOSURE OF PROPOSAL CONTENTS

Subject to the public disclosure requirements stated above, cost and price information provided in proposals will be held in confidence and will not be revealed or discussed with competitors. All material submitted as part of the RFP process becomes the property of DRWC and will only be returned at DRWC's option. Proposals submitted to DRWC may be reviewed and evaluated by any person other than competing vendors. DRWC retains the right to use any/all ideas presented in any reply to this RFP. Selection or rejection of a proposal does not affect this right.

NON-DISCRIMINATION

The successful vendor, as a condition of accepting and executing a contract with DRWC through this RFP, agree to comply with all relevant sections of the Civil Rights Act of 1964, the Pennsylvania Human Relations Act, Section 504 of the Federal Rehabilitation Act of 1973, and the Americans with Disabilities Act, hereby assuring that:

The provider agency does not and will not discriminate against any person because of race, color, religious creed, ancestry, national origin, age, sex, sexual orientation, handicap or disability in providing services, programs or employment or in its relationship with other provider contractors.

MISCELLANEOUS

DRWC reaffirm their right to make any selection it deems prudent, and responding firms or individual participants acknowledge through their participation that such selection is not subject to protest or contest.

The successful applicant selected will perform a variety of duties as agreed upon in the final negotiated contract. The selected applicant and DRWC will finalize the contract terms and conditions. If DRWC and the selected applicant are unable to agree on terms and conditions, DRWC may exercise its right to negotiate with other eligible vendors.

APPENDIX A: ADJACENT RELEVANT PROJECTS

MADISON MEMORIAL PARK

Madison Memorial Park, colloquially known as “Doughboy Park” because of its statue of a World War I soldier, is a small triangle park in the northeast quadrant of intersection of Spring Garden and 2nd Streets. The Northern Liberties Neighborhood Association commissioned a redesign the park, which now features new seating, a rain garden, a sunken courtyard, and new landscaping. Grant funding was provided by DVRPC and the William Penn Foundation, and the project was completed in the fall of 2011.

Photo of Doughboy Park



SPRING GARDEN CONNECTOR STREET

The Mural Arts Program and the Northern Liberties Neighborhood Association commissioned a design for lighting improvements to address the I-95 underpass that also contains the entrances for the Spring Garden station of the Market-Frankford Line. The current conditions of the underpass are dark and uninviting to pedestrians. The initial minimal funding for the project was not enough to do a complete lighting installation; therefore the project partners jointly decided to postpone this project and consider a new lighting design as the Spring Garden Connector Street Project.

In fall of 2012, DRWC released an RFP for design services for the Spring Garden Connector Street project. While similar to other connector street projects that include streetscape and underpass improvements to better connect uplands neighborhoods to waterfront destinations and make the area a more inviting place to walk, the Spring Garden project area also includes a major SEPTA transit station with both a Market-Frankford El station as well as several bus lines. The RFP was drafted with input from key stakeholders such as PennDOT and SEPTA to ensure that any design will be compatible with the goals and needs of both agencies, as well as the future reconstruction of I-95. DRWC awarded the design contract to the RBA Group in December

2012 and the project kicks off in early 2013. As the dark, 300-foot wide underpass is a significant component of any design, lighting artist Leni Schwendinger Light Projects and Philadelphia-based Lighting Practice, are also part of the consultant team to design lighting that is both artistic and creates a safer, brighter area. Key agency stakeholders and community members will be involved at every step of the project.

SPRING GARDEN STREET GREENWAY

The Pennsylvania Environmental Council is spearheading an ongoing plan to transform Spring Garden Street, a 2.2 mile long east-west corridor, into a green boulevard, linking the Schuylkill River Trail to the Delaware River Trail. The Spring Garden Street Greenway is a proposed urban trail that will consist of new bike and pedestrian lanes along Spring Garden Street that are separated from vehicular traffic. The new greenway will offer additional recreation and commuting space for walkers, joggers and cyclists and manage stormwater runoff more sustainably. The goal of the Spring Garden Greenway is to connect Philadelphia's rivers while tying together the many planned exciting investments around Spring Garden Street — at the riverfronts, in Northern Liberties, along Broad Street, and just outside the Art Museum, to create a street that unifies and leverages those investments, expands business opportunities, creates new transportation and social connections, improves the environment, and increases access for everyone. See <http://springgardengreenway.com/> for more information.

FESTIVAL PIER / SPRING GARDEN SITE DEVELOPMENT

DRWC has begun the necessary pre-development work in preparation for the development of the current Festival Pier site into a mixed-use, waterfront development, as shown in detail in the Master Plan for the Central Delaware. DRWC is currently undertaking the remediation work necessary to raise the site from a modified industrial standard to a residential standard. Additionally, DRWC is undertaking an extensive pier structural engineering survey with the Army Corps of Engineers. The future new development planned for this site will serve as the Delaware River terminus and anchor of Spring Garden Street, and an important junction of trails, where the East Coast Greenway proceeds west across the city. Therefore the Spring Garden Connector Street will act as a gateway to this important waterfront development site.

Rendering of Spring Garden Site from Master Plan (© Kieran Timberlake/Brooklyn Digital Foundry)



PENN STREET TRAIL PROJECT

This trail segment is currently in final design by DRWC and expected to commence construction in the first quarter of 2013. The project will start at the northeast corner of Spring Garden Street and Delaware Avenue, extend on the east side of Delaware Avenue and Penn Street, and continue north to the existing SugarHouse waterfront trail. This trail segment will complete a gap between the SugarHouse trail and the existing bicycle lanes on Spring Garden Street for short-term use. In the long term, this trail will connect to the completed Spring Garden Greenway, mentioned above.

Penn Street Trail (Renderings courtesy of RBA Group)



PENNDOT I-95 GIRARD AVENUE INTERCHANGE (GIR) PROJECT

The Pennsylvania Department of Transportation (PennDOT) is undertaking an extensive revitalization project for the I-95 corridor. Current highway reconstruction activities within the Central Delaware project area are centered on the area surrounding the Girard Avenue interchange in the Fishtown neighborhood. Work on the segment of I-95 around Spring Garden Street is currently under final design and is estimated to commence construction in 2017. The project will involve widening the highway on both sides by approximately 15 feet, including widening of the Spring Garden Street structure itself. The structure will be redecked; no reconstruction of the superstructure (i.e. girder replacement) is currently planned.

RACE STREET PIER AND RACE STREET CONNECTOR

The Race Street Pier is a spectacular new park that DRWC completed and opened to the public in May of 2010. It uses high-end materials, furnishings, and plantings to be a premier waterfront destination and set high standards for future waterfront improvements. The simple and elegant design complements the park's spectacular location adjacent to the Benjamin Franklin Bridge and the sweeping views up and down the Delaware River.

Aerial of the completed Race Street Pier



The Race Street Connector was designed simultaneously with the Race Street Pier and Phase 1 of this project (the south side of the street) was completed in October of 2011. The design of this Primary Connector Street used similar furnishings, plantings, and lighting as the park and incorporated a large-scale lighted metal screen element as a wrap for the multiple adjacent bridge abutments. The project also included a significant public art installation. Final design of Phase 2 of this project (the north side of the street) is complete and is scheduled to begin construction in 2013.

Completed Phase 1 Race Street Connector



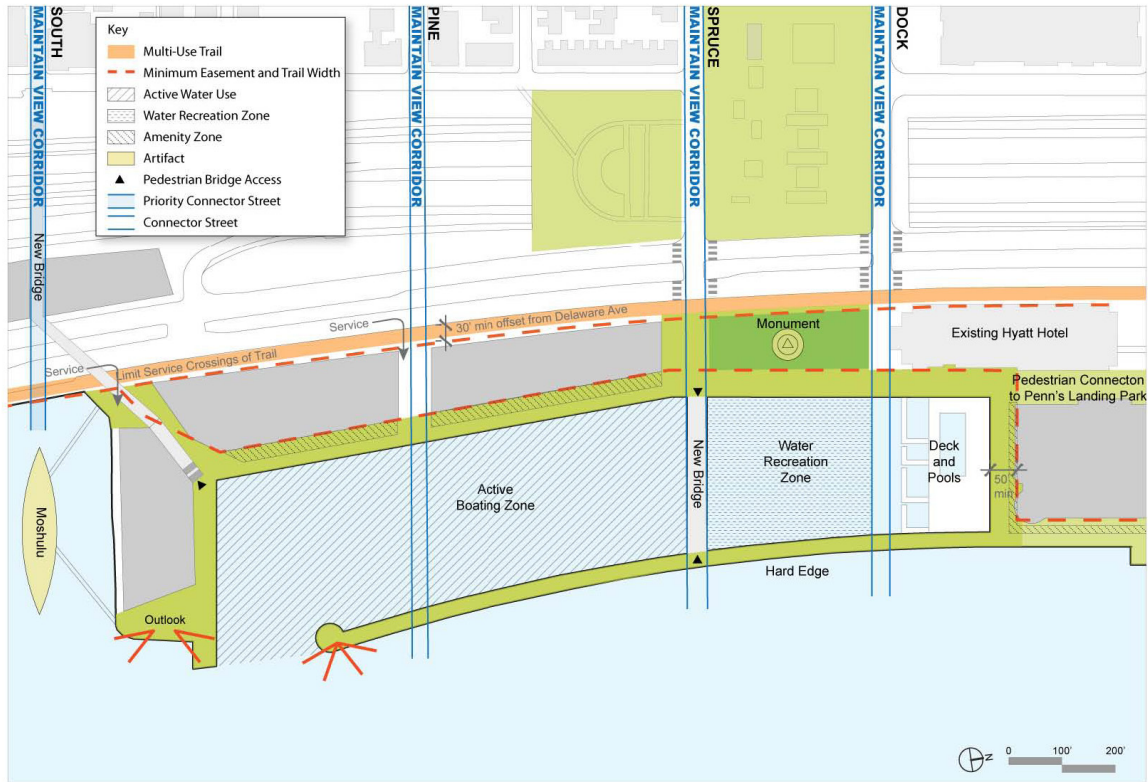
COLUMBIA AVENUE CONNECTOR STREET

This project will construct streetscape elements and will install a public art component for DRWC's second primary connector street project, Columbia Avenue, between Girard Avenue and Penn Treaty Park. Additionally, through a partnership with PennDOT, high-impact lighting and wall treatments for three underpasses (Columbia Avenue, Marlborough Street, and Shackamaxon Street) have been designed will be constructed by PennDOT as a part of their reconstruction of I-95. The public art and the PennDOT portion of the project will begin construction in fall of 2012. The streetscape improvements west of the underpass to Girard Avenue are currently unfunded, but DRWC will work with other project partners for funding this section when conceptual designs and cost estimates are completed.

Rendering of Columbia Avenue Underpass (Courtesy of Studio Bryan Hanes)



APPENDIX B: PENN'S LANDING PARK SCHEMATIC AND DESIGN GUIDELINES



Penn's Landing Basin

Elements of the Master Plan: Public Realm—Base Plan

Penn's Landing Basin Guidelines

Size	Approximately 5.3 acres
Location	Terminus of Dock, Spruce, and South Streets
Purpose	Civic esplanade and programmed basin
Character	Urban esplanade lined with restaurants and bars surrounding a basin with active boating and recreation
Materials	100 percent hardscape
Access	<p>Vehicular</p> <ul style="list-style-type: none"> No vehicular access along the pedestrian esplanade Limit vehicular service off of Columbus Boulevard to preserve multi-use trail <p>Pedestrian</p> <ul style="list-style-type: none"> Neighborhood: South, Spruce, and Dock Streets Regional: Water taxi and multi-use trail <p>Bike</p> <ul style="list-style-type: none"> Dismount required at pedestrian esplanade Multi-use trail along Columbus Boulevard
Parking	Located under Penn's Landing Park and within commercial structures
Edges	Seawall to remain. Active ground-floor uses with multiple entrances facing esplanade

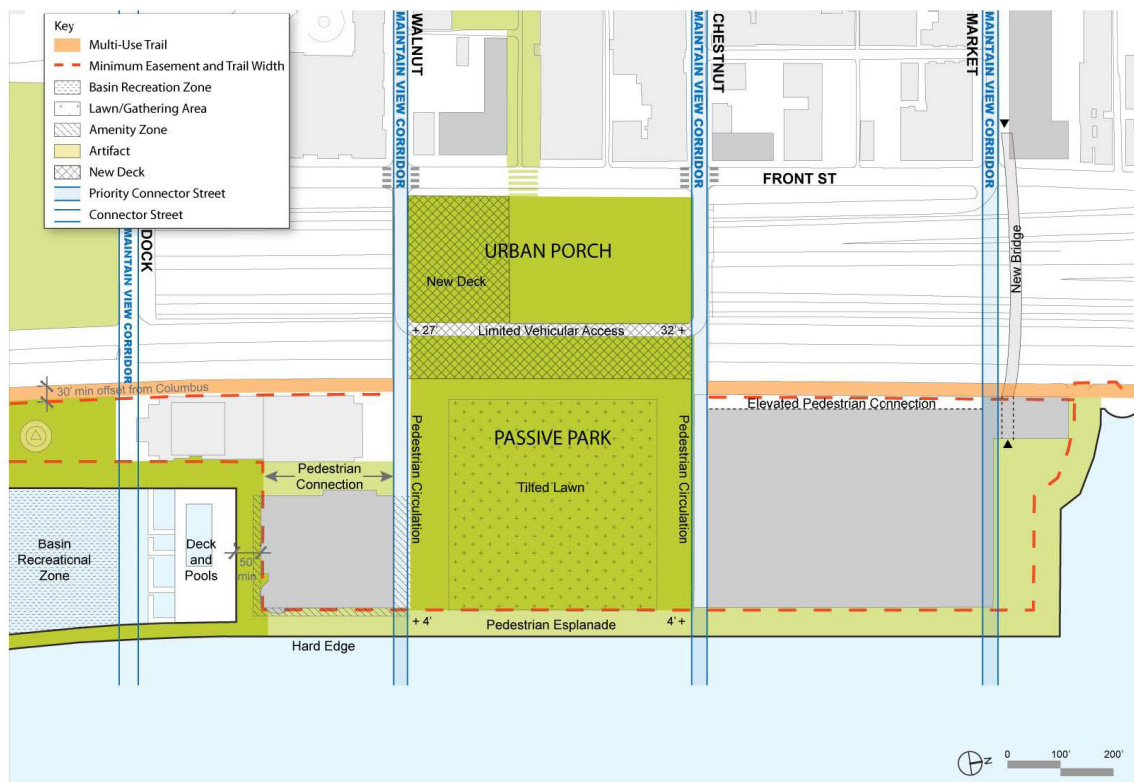
Program Menu

Esplanade

- Buildings:** Mid-rise with active ground-floor use
- Amenity Zone:** A zone where programmatic elements of adjacent buildings can be held within the public realm (example: cafe or restaurant seating or similar uses)
- Passive Recreation:** Bench seating
- Events:** Large civic gatherings around basin
- Amenities:** Public art, lively urban destination, nightlife, and high-quality lighting
- Lookouts with river and bridge views

Active Boating Basin

- Structures:** New docks and bridges allowing access over water
- Active Recreation:** Paddle boats, floating docks and pools
- Water:** Small to mid-size boating with transient slips, water-taxi stop
- Events:** Water parades, fountain shows, and/or temporary public-art displays



Penn's Landing Park

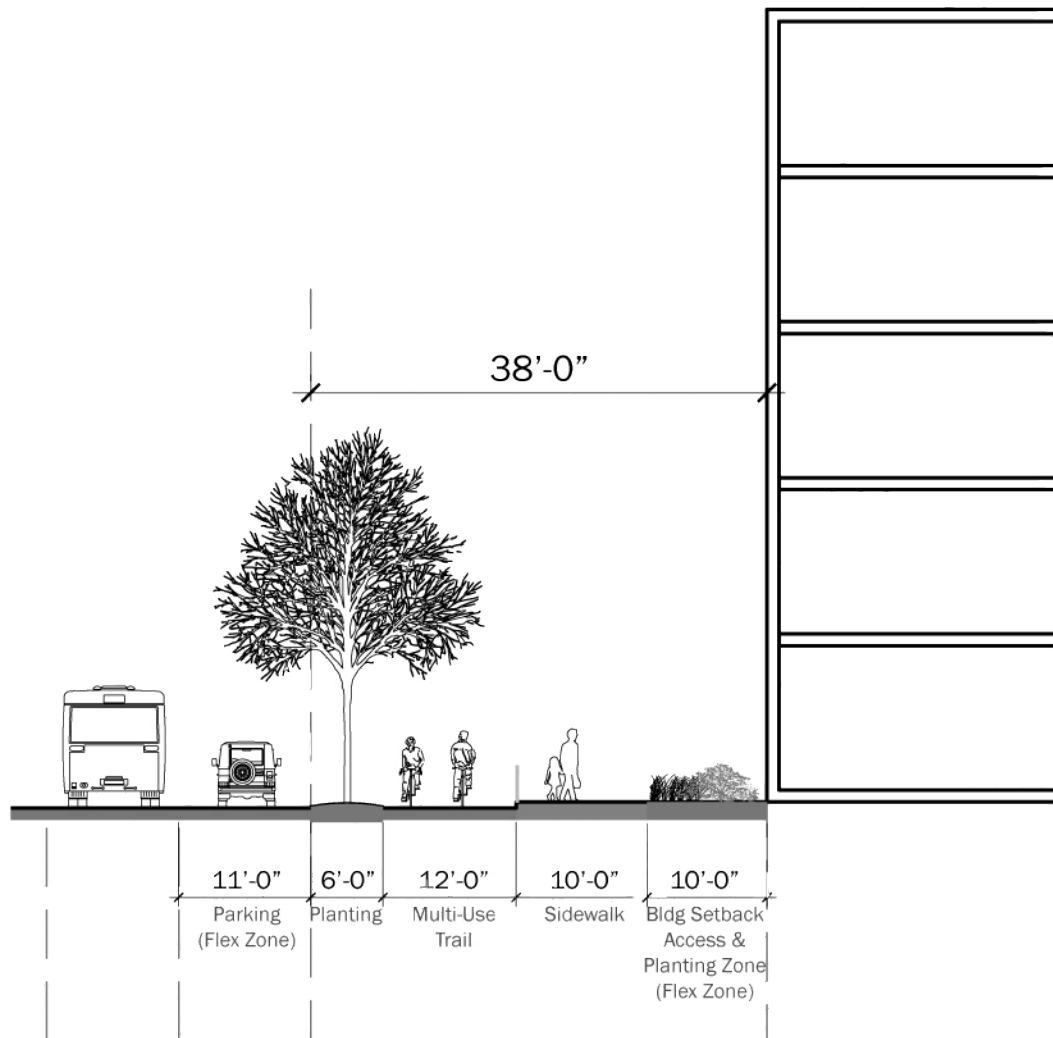
Elements of the Master Plan: Public Realm—Base Plan

Penn's Landing Park Guidelines

Size	Approximately 10.0 acres	Parking	Structured parking below park
Location	Terminus of Chestnut Street and Walnut Street	Edges	Building walls to have active ground-floor use, spilling out toward the park to provide activity along the north and south edges
Purpose	A signature gateway to the riverfront, a civic park for events and public gatherings	Program Menu	<p>Urban Porch / Plaza</p> <ul style="list-style-type: none"> Buildings: Cafe, temporary market stalls, public restrooms Amenity Zone: A zone where programmatic elements of adjacent buildings can be held within the public realm (example: cafe or restaurant seating or similar uses) Structures: Urban porch, upper lookout, flexible water feature that can act as ice-skating rink Events: Large civic gatherings, performances Amenities: Iconic sculpture, highly programmable and flexible space, high-quality lighting and furnishings <p>Passive Park</p> <ul style="list-style-type: none"> Structures: Tilted or terraced landscape above parking, stage platform Passive recreation: Lawn for gatherings, terraced levels, and garden rooms Events: Multi-purpose venue (gating is prohibited) Amenities: Lookouts with river and bridge view <p>Esplanade</p> <ul style="list-style-type: none"> Amenities: High-quality lighting, furnishings, and railing
Character	A contemporary Philadelphia square defined by urban and waterfront edges and featuring direct views to the river and the Benjamin Franklin Bridge		
Materials	<p>Urban Porch: 50 percent softscape, 50 percent hardscape</p> <p>Waterfront: 80 percent softscape, 20 percent hardscape</p> <p>Esplanade: 100 percent hardscape</p>		
Access	<p>Vehicular</p> <ul style="list-style-type: none"> Limited to the upper urban portion of the park, extending Chestnut and Walnut Streets to create a new vehicular loop <p>Pedestrian</p> <ul style="list-style-type: none"> Neighborhood and Regional: Chestnut and Walnut Streets to become pedestrian streets east of vehicular loop extending to the water's edge and esplanade Continuous 50-foot-wide pedestrian esplanade around the waterfront edge <p>Bike</p> <ul style="list-style-type: none"> Dismount required at pedestrian esplanade Multi-use trail along Columbus Boulevard 		

APPENDIX C: DRWC PROPOSED MULTI-USE TRAIL ALIGNMENT

Ideal On-Street Trail Section from Master Plan



Location of Waterfront Trail from Master Plan

