

CITY OF DAVENPORT - MAIN STREET LANDING

DESTINATION PLAY AREA DESIGN COMPETITION



REQUEST FOR QUALIFICATIONS

FEBRUARY 03, 2020



THE CITY OF
DAVENPORT
IOWA | USA

INVITATION

Greetings,

All great cities have a place people naturally gravitate towards. In Davenport, it's our Riverfront. The riverfront connects us to nature, it reminds us of our history, it provides us opportunity for leisure and an escape from everyday life. The riverfront makes us proud to be from Davenport and it defines our community. The riverfront brings out the best in all of us. In 1924 businessman W.D. Petersen returned from Europe determined to transform our riverfront into a beautiful and functional riverfront. Ever since then the City of Davenport has understood the importance of continuously improving our riverfront. One hundred years later our work continues.

The city of Davenport has set aside a 2-acre site for a Destination Play Area that will activate Main Street Landing and transform the regional narrative about Davenport, drawing families into the city from throughout Eastern Iowa and Western Illinois. Main Street Landing will become a powerful driver of economic development, unlocking the potential of the riverfront and generating millions of dollars in new jobs and tax revenue on our riverfront and in our downtown. Main Street Landing will be a showpiece of the region, and have a profound impact on local residents. We are seeking a team of designers to help us dream about the possibilities of the Davenport Riverfront, and bring our vision into focus.

This special park will be created by collaboration between visionary designers and passionate Davenporters. We will build on our city's legacy as a leader in community engagement to welcome the ideas and visions of all Davenporters into the design and programming decisions. Please dream big. Build your team out of your favorite people. This is a special moment in the history of Davenport, and we intend to find the best people in the world to create the future, together.

Sincerely,

Kyle Gripp,
Alderman At-Large
Chair, Destination Play Area Task Force



PROJECT PARTNERS

DESTINATION PLAY AREA TASK FORCE:

- Kyle Gripp, Chairman, Alderman at Large, City of Davenport
- J.J. Condon, Alderman at Large, City of Davenport
- Tom Knight, Davenport Community School District
- Greg Lundgren, Design Review Board
- Kyle Carter, Downtown Davenport Partnership
- Diane Franken, Historic Preservation Commission
- Tegan Trees, Parks & Recreation Advisory Board
- Randall Goblirsch, Riverfront Improvement Commission

STAFF LIAISONS:

- Steve Ahrens, Executive Officer, Riverfront Improvement Commission
- Chad Dyson, Director, Davenport Parks & Recreation
- Zachary C. Peterson, PLA, ASLA, Landscape Design Architect

COMMUNITY PARTNERSHIPS

Creative Arts Academy

Figge Art Museum

Q2030 Regional Action Plan / Riverfront Workgroup

Quad Cities Chamber of Commerce

ABOUT THE RIVERFRONT IMPROVEMENT COMMISSION

In 1909, the Iowa Legislature passed a law allowing cities, acting under a special charter, to improve their waterfronts. The law provided for the creation of a Levee Improvement Commission (Now known as Riverfront Improvement Commission) which was done by the Davenport City Council by ordinance in 1911. Also, in 1898 the United State Government, through the Corps of Engineers, established a harbor line along the Mississippi River's edge in Davenport. Since these events occurred, land has been acquired, and property has been filled to create nine miles of publicly-owned riverfront. The land under the jurisdiction of the Commission is south of River Drive and the Canadian Pacific Railroad to the centerline of the channel of the Mississippi River, and between the east and west city limits of Davenport.

Even though the Iowa law allowed for the creation of a property tax levy, most of the funds raised in Davenport have come from revenue generated by leasing land to business and industry. Additional funding comes from the City Council approved Capital Improvement Program for specific projects. Therefore, the Commission has two focus areas: the creation of public improvements along the waterfront and economic development benefiting the community. It has control of the funds which are generated from rents and it supervises the improvements which are made along the waterfront.



CONTENTS

I.	PROJECT BACKGROUND	1-3
II.	SITE	4-5
III.	QUALIFICATIONS TO COMPETE	6-7
IV.	RFQ/COMPETITION PROCESS	8-11
V.	GENERAL INSTRUCTIONS	12-14
VI.	APPENDIX	15-20



The Davenport Levee as it appeared in the 1940s, prior to construction of the seawall extension

PROJECT BACKGROUND

A RIVER VISION

REQUEST FOR QUALIFICATIONS SUMMARY

The City of Davenport is currently accepting submissions from qualified consultant teams for the purpose of designing a destination play area which will be the second constructed block phase (+/-1.6 AC) of a 10.66 AC section of Davenport Riverfront, informally known as "Main Street Landing."

Submissions received will be reviewed by a committee comprised of City Staff and representatives of the "Destination Play Area Task Force" who will evaluate and score each proposal according to the selection criteria as outlined in this RFQ. From this evaluation, a shortlist of candidates will be interviewed and a determined number of finalists will advance to participate in a design competition for the purpose of developing a *constructable* concept for the project site factoring in the unique site opportunities and constraints supplemented by additional goals and objectives introduced via a public input process.

Upon conclusion of the design competition, the winning project team will advance into contract negotiations to develop the concept into a biddable set of construction documents for an estimated Spring 2022 construction start date.

BACKGROUND

Davenport, Iowa (est. population, 102,320) is the largest City in a metropolitan area known as the Quad Cities (est. population 474,937), located on the banks of the Mississippi River.

The City of Davenport has a long and unique history with the Mississippi River. Davenport was the place where railroads first crossed the River and became America's first gateway to the West. Today, Davenport is also the largest city in America on a major river without structural flood protection. In lieu of costly, unsightly, and unreliable flood protection structures, Davenport's approach is to "let the river be a river" as it floods into public parks, while employing tactics and technology to cost efficiently protect certain structures or districts along its riverfront.

Davenport is a historic, special charter city, created by Congress prior to Iowa gaining statehood. The City owns the vast majority of riverfront in Davenport (over 9 miles) and has, over the course of decades, cleared structures that were leased to private businesses to create multi-purpose public spaces that are unique in the region, and nation. The City's efforts are supported by a Riverfront Improvement Commission, which has its own long and proud history of riverfront stewardship.

In 2003, in a partnership with the City of Rock Island, Davenport embarked on a public planning process that resulted in the RiverVision Final Report of 2004 prepared by Hargreaves Associates. This document is frequently called the "RiverVision Plan" or, simply, "RiverVision". As approved, the plan outlines the design framework for a twenty year time frame. In 2014, the City once again engaged Hargreaves Associates to update the plan which was approved by the City Council in 2014. "Complete Rivervision" was adopted as a strategic goal of the City in 2015.

Importantly, a "riverboat" casino which sat at the foot of Main Street for more than twenty years was removed in the summer of 2016 to a land-based operation. The removal of the casino has created the opportunity to transition the former casino site into the public park amenity as originally conceived by RiverVision. In 2017, The resulting re-development site was subsequently re-branded as, "Main Street Landing" with the goal of becoming the centerpiece of the Davenport Riverfront parks system.

Since 2017, development of Main Street Landing has become the focus. Given the limitations of the existing capital improvements budget, a phased project buildout approach by separating the site into a series of blocks has become the primary development strategy. As means of ensuring a foundation of consistency between project phases, the City engaged the services of RDG Planning and Design to develop a set of design guidelines which outlines a uniform material "vocabulary" upon which all project phases will be based.

As means of continuing the momentum of site development, in 2018 the Downtown Davenport Partnership and the Figge Art Museum partnered with the City for the purpose of taking a more in-depth look at RiverVision development by introducing a unique artistic narrative into the development program, elements of which could be introduced in adjacent Quad Cities Region Riverfronts to create a larger shared theme. The resulting "art study," prepared by RDG Dahlquist Art Studio took the most detailed look at the site to date by visualizing the site improvements through 3D modeling and integrating the materials introduced via the Design Guidelines into the built form. The end result has been an effective tool in marketing the project and gathering public support/understanding of the bold vision being proposed.

PROJECT BACKGROUND

GUIDING PRINCIPLES

When completed, Main Street Landing will be a public platform for social interaction, recreation, and a respite for city residents, regional visitors, and tourists to enjoy Davenport's Mississippi Riverfront. In service to this vision, four principles have been established to guide the qualifications, design competition, and evaluation process:

UNIVERSAL DESIGN, ACROSS BOUNDARIES

The Destination Play component of Main Street Landing represents a unique opportunity for the world's design talent to engage with the citizenry of Davenport for the purpose of creating a special place that transcends cultures, ethnicity, income level, gender, sexual orientation, physical ability, and age with the goal of shaping a vibrant gathering place for all.

UNIQUELY DAVENPORT

The inspiration, programming and design for the park will be shaped with subtle tributes to the site's historic past and further informed by stakeholder groups representing a cross-sectional makeup of the community at large. Intentional collaboration between design teams and stakeholders will shape the vision, purpose and quality of place for a Park that will authentically represent the City of Davenport and its people.

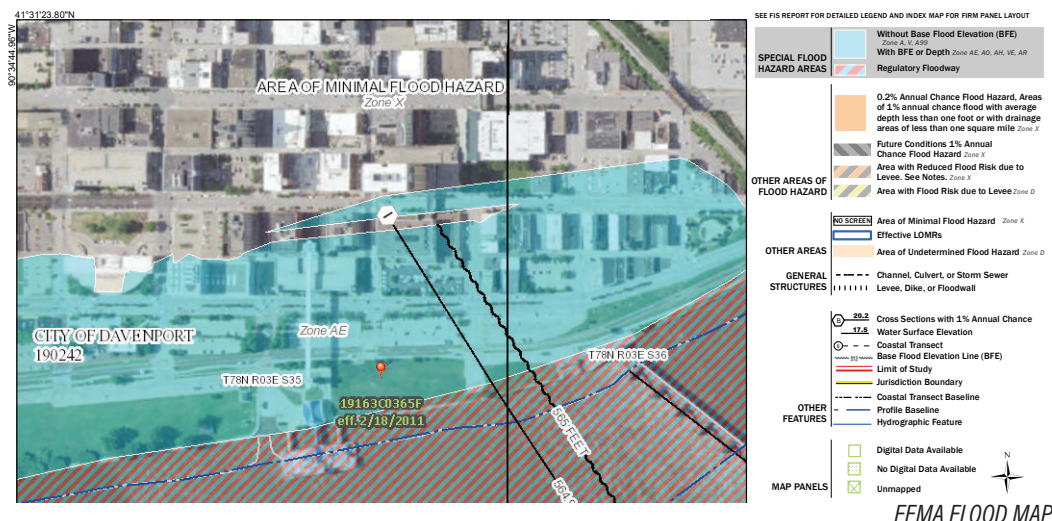
A REGIONAL DESTINATION

The City of Davenport (est. population, 102,320) as the largest City in the Quad Cities Metro Area (population 474,937), envisions the Destination Play component of Main Street Landing to be **THE** regional destination for recreational use, given its direct connection between Downtown Davenport, the Mississippi Riverfront, and recreational trail networks such as the Riverfront Trail which coincides with the designated route of the American Discovery Trail (ADT), Mississippi River Trail (MRT), and the recently announced National Rail-Trail. The Park will demonstrate a new standard for a public play space with mass appeal across geographies and age groups.

RESILIENT BY DESIGN

FLOODING ON THE MISSISSIPPI RIVER WILL HAPPEN

The City of Davenport currently engages in a passive flood resistance strategy in order to protect its Riverfront assets. It will be paramount to the success of this project to understand the factors at play during a flood event and include the appropriate project team members necessary to develop a design solution that responds effectively to this unique site attribute from a planning, operational, hydrological, and regulatory perspective.



PROJECT BACKGROUND

DESIGN EXPECTATIONS

ELEVATING DESIGN STANDARDS

As the largest contemporary public space investment in Davenport, Main Street Landing will complement other significant public space improvements throughout the city, especially the nine (9) miles of adjacent publicly held riverfront lands. The Main Street Landing play area aspires to be more than a unique playground, but a destination landscape that represents the City's values, cultures, and heritage, and a **FUN** gathering place that reinforces a sense of civic pride.

ACTIVATING SPACE, ENERGIZING PEOPLE

Park programming should be cognizant of the unique climate of its region and shall integrate opportunities for year-round programming and subsequent use. The design response shall be cognizant of daily, weekly, and seasonal cycles, indirect response to the wide variety of user groups, levels of utilization and climate. This includes the creation of areas of activity with distinct scale and character that will elevate the human experience, while still recognizing the diverse and evolving demands placed on contemporary open spaces. The Park should physically and symbolically represent the City of Davenport's commitment to design, culture, identity and long term financial stability.

MITIGATING RAILROAD SAFETY CONCERNS

The Canadian Pacific Railroad bisects the Main Street Landing site and also forms the northern boundary of the destination play area site. Through context sensitive design, special attention shall be given to secure trackage from potential trespassing children and provide built-in noise mitigation to protect the site from blaring horns.

A CAPTIVATING / MARKETABLE VISION

The conceptual vision developed through this design competition should be capable of not only capturing the imagination of the public but also capable of bringing private partnerships and other supplemental funding mechanisms to the table. The momentum generated by this project should be able to be rolled over into the build out of future project phases. The conceptual plan and associated imagery prepared through this design competition shall be capable of generating project interest and attracting the necessary public and private funding commitments to make the concept a constructed reality.

A CATALYST FOR CONTINUED ECONOMIC GROWTH

By activating the site through careful programming and context sensitive design, the continued development of Main Street Landing will help provide Davenport with the ingredients necessary to unlock and achieve the economic growth potential within the adjacent Downtown.



MAIN STREET LANDING AS THE CENTERPIECE OF THE DAVENPORT RIVERFRONT PARKS SYSTEM

SITE

A LANDMARK OPPORTUNITY

MAIN STREET LANDING DEVELOPMENT HISTORY

The development block that forms the basis of this RFQ, informally known as “S-1,” and is intended to be the second constructed block phase of the Main Street Landing project.

Block S-1 is located south of the Canadian Pacific Railroad tracks between Brady and Perry Streets with the Riverfront Trail and Mississippi River which form the north and south borders respectively.

From a functional standpoint, Block S-2 with its active play programming will complement the soon to be completed Flexible Event Space / Parking Lot (Block N5). Together, these two blocks will form a functional nucleus of Main Street Landing and both will work together to activate the space as a destination amenity.

DEVELOPMENT STRATEGY

The Main Street Landing project site has been separated into a series of development blocks in order to facilitate a phased build-out approach to site development. This allows the City to achieve a high-quality of design over an extended time frame while still meeting the budgetary limitations of the current Capital Improvements Program. As means of achieving a uniform look between project phases, a set of design guidelines has been established which prescribes the palette of building materials, site furnishings, light fixtures, signage, plant materials, and site branding that will be integrated into all project phases.

PROJECT BUDGET CONSIDERATIONS

Approximately \$3-4M dollars have been in the upcoming City of Davenport Capital Improvements Plan to construct Block S-1. This figure shall constitute the core construction budget upon which the final built product shall be based. The City understands the power of leveraging this capital with supplemental grant and public/private partnership funding in order to achieve an expanded built outcome. The ideal project team will have demonstrated the ability to develop a strong concept that is capable of marketing to attract benefactors while providing a concept that is flexible in nature and able to expand to the level of supplemental funding commitments without expanding to the point of being financially unattainable.



The project site as viewed from the Davenport Skybridge

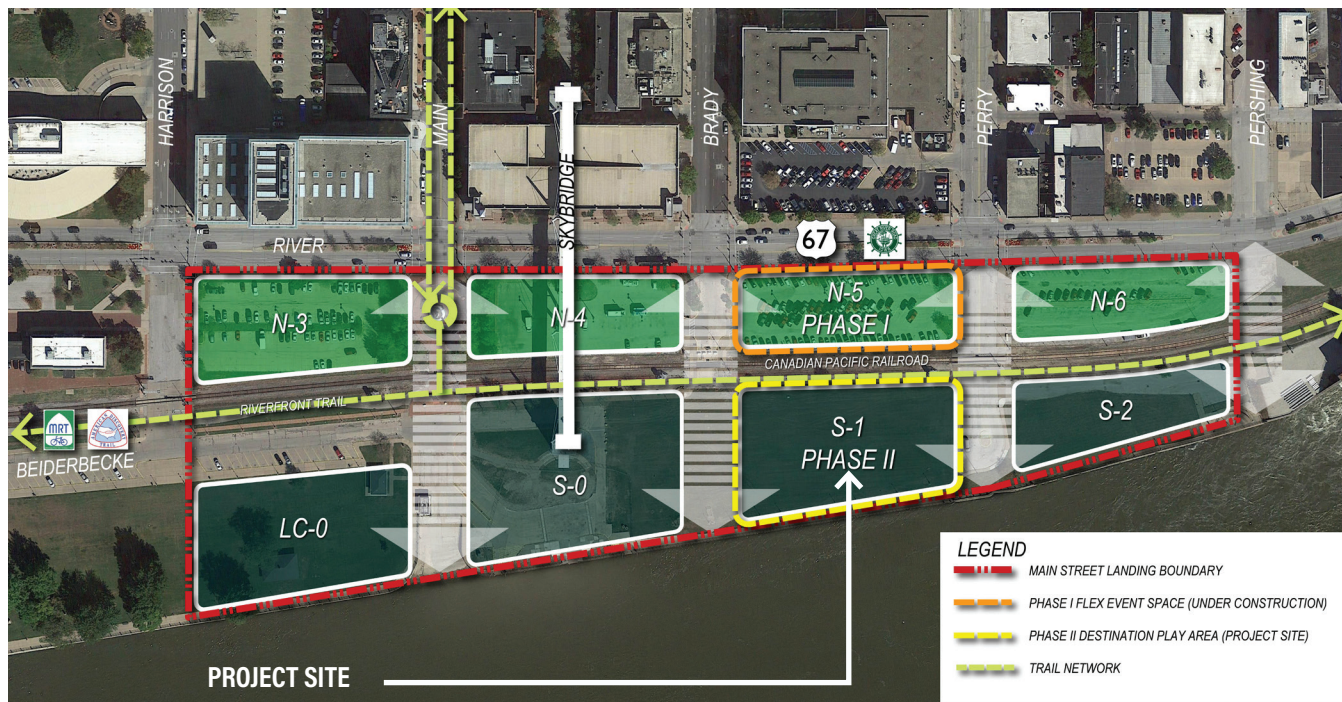


The project site as viewed from the perspective of a boat on the Mississippi River

SITE

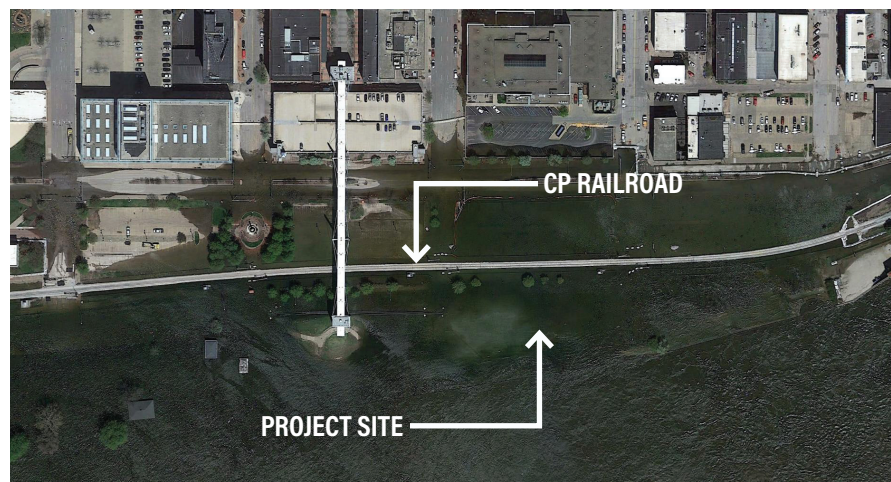
CONDITIONS & CONSTRAINTS

MAIN STREET LANDING DEVELOPMENT BLOCKS



Blocks N5 and S1 are the first and second phases of Main Street Landing respectively.

FLOODING: A “NEW” REALITY



An aerial image of the record setting flooding during the Spring of 2019.

Today, Davenport is the largest city in America on a major river without structural flood protection. Davenport's approach is a passive flood resistance strategy that allows flood waters to inundate the riverfront, while employing tactics and technology to cost efficiently protect select assets along its riverfront.

Throughout Spring and Summer 2019, The Davenport Riverfront was subject to sustained, record setting flooding. Periodic site flooding appears to be the “new normal” as seven of the ten highest flood crests have occurred within the last twenty years.

CP RAIL AND FLOODING

The Canadian Pacific Railroad operates a set of tracks which bisect the Main Street Landing site along the north boundary of the project site.

As means of combatting this flooding frequency, the Canadian Pacific Railroad made an executive decision to elevate their riverfront trackage in order to maintain service levels during times of inundation.

As a result, the city is currently in negotiations with CP Rail to restore track crossings to match the elevation change including the raising of the Riverfront Recreation Trail to the new track level. When complete, the elevated trail will provide a direct link to the Skybridge which will provide access to Downtown Davenport during moderate flood events.

A creative design in response to the realities of the modified site access constraints imposed by the raised track configuration will be an essential element of a successful design concept.

QUALIFICATIONS

METHOD & ELEMENTS

Consideration for this project will be given to visionary teams that have demonstrated the ability to incorporate community input into design concepts as well as deliver well executed projects on schedule and budget. Professional services include, but are not limited to: master planning, landscape architecture, architecture, civil/hydrological/environmental engineering. Where applicable, project team members must have a representative who is licensed to practice in Iowa in their respective disciplines.

DESIGN METHODOLOGY

The team's written or diagrammatic description of the approach and design philosophy should highlight the team's approach toward design and demonstrate an understanding of the project. The response to this criterion should include recognition of the unique design constraints presented by this project and how the proposed team is exceptionally suited to solve these issues.

DESIGN ELEMENTS INCLUDING BUT NOT LIMITED TO

- Integrated flood resilient design
- Unique landforming
- Vertical play elements
- Embankment slides
- Restroom Building
- Family-oriented activities
- Universal accessibility
- Integrated landscaping
- Swinging benches
- Natural play elements

RELEVANT PROJECT EXAMPLES (MAXIMUM OF 5)

Team members should have experience working with multi-disciplinary teams and on projects similar in size and complexity. The project team should demonstrate experience in projects which have been taken from concept through a completed construction. The project examples should show specialized design expertise, technical competence, familiarity with sustainability principles, and capacity for meaningful community engagement.

SUBMISSIONS

Respondent submissions should be limited to twenty (20) pages, including a maximum of five (5) work samples of relevant scale. Each respondent shall provide the following information:



The project site as it once appeared in the 1970's

QUALIFICATIONS

FORMATS & REQUIREMENTS

Cover letter indicating interest (not included in 20 page limit), project understanding, and composition of team. Description of qualifications (limited to 20 pages, including 5 work samples), including:

INTRODUCTION: An introduction to the project team submitting the proposal.

EXPERIENCE: A statement detailing the experience and expertise of the firm and their chosen project team. The respondent's relevant experience with similar project(s).

DESIGN INTENT: A statement of design intent and philosophy which describes how the work samples are relevant to the approach (no more than 2 pages.)

COMMUNITY ENGAGEMENT: The respondent's demonstrated expertise and ability to engage a myriad of project stakeholder groups and incorporate that input into design concepts.

BUDGET & SCHEDULE: Ability to plan and execute work effectively, meet deadlines, interface professionally with applicable overlapping public, private, and governmental jurisdictions, and produce conceptual budgets that are realistic to delivering project construction in the Quad Cities specific construction labor market.

PROFESSIONAL QUALIFICATIONS: A resume for each key team member who will be working on the project [including sub-consultants]. Provide information on how long the members of the firm have been working together and a list of similar projects the firm or individuals have worked. Resumes should be no more than one-page per person and will not be counted against the 20-page limit.

RELEVANT PROJECTS: A full written description and color images of five (5) relevant projects that have been completed along with associated construction budget and contact information (email and phone numbers) for the clients who engaged the respondent's team. Project examples shall be comparable to the proposed project, and include primary involvement and experience of key personnel from the respondent team. The City of Davenport reserves the right to contact these references to discuss their project experience with your firm.

QUESTIONS

All requests for clarifications or interpretations shall be made via email to the Purchasing Division at purchasing@ci.davenport.ia.us. Inquiries shall contain the firm's name, contact person and fax number and be titled "RFQ 20-XX – Destination Play Area Design Competition". Deadline for inquiries is **Month, Date @ Time PM CST**. Responses to all inquiries will be posted in the form of an addendum on the City's website by the end of the business day on **Month, Date, 2020**. Addenda are posted on the City's website at <https://davenport.ionwave.net> under the original RFQ documents. Failure to acknowledge all addenda may result in the rejection of the proposal.

Be advised that any conversation (in reference to this RFQ) between vendors and any City employee, City official or City Project Manager, outside of the Purchasing Division, during the entire competitive bidding process is strictly prohibited. Such actions will result in removal of the vendor from the vendor's list and rejection of the vendor's proposal. **The ONLY official position of the City is that position which is stated in writing and issued by the Purchasing Division.** No other means of communication, whether written or oral, shall be construed as a formal or official response statement.

All questions and communication regarding this RFQ/Competition should be submitted electronically to Kris Keller, Purchasing Manager at Purchasing@cityofdavenportiowa.com. Questions must be received by the date specified within this document. Questions after the deadline specified will not be considered. Any additional information and /or clarification regarding this RFQ/Competition will be issued in the form of an addendum to this RFQ/Competition Guidebook by Date. Respondents will be responsible for keeping abreast of the addenda as they are posted to the web site and via the City's ebid web site. All such addenda shall become a part of the RFQ/Competition, and all respondents shall be bound by such, whether or not received by the respondent.

SUBMISSIONS DUE

Provide one(1) electronic PDF version 20MB of the proposal to the City of Davenport, Purchasing Division website by **Month, Date 2020, @TIME PM CST**. Incomplete submissions will not be considered.

RFQ PROCESS

RFQ & PUBLIC INTERVIEWS

PHASE 1:

A. REQUEST FOR QUALIFICATIONS

RFQ ISSUED	February 3, 2020
DEADLINE FOR QUESTIONS	February 14, 2020
QUESTION RESPONDED POSTED	February 21, 2020
RESPONSES DUE	February 28, 2020
SHORTLIST EVALUATIONS - The Destination Play Area Task Force of project stakeholders will evaluate, score, and rank qualifications and vote on the selection of shortlist candidates	March 2 - 13, 2020
SHORTLIST NOTIFICATIONS	March 16, 2020

B. PUBLIC INTERVIEWS

SHORTLIST INTERVIEWS

A Jury Panel comprised of membership from the Destination Play Area Task Force will evaluate submittals and interview teams in a public meeting format. Interviews will be held over a two (2) day period in the City of Davenport. Shortlisted project teams will be scheduled for a block of time to interview on their preferred date and time. Meeting time preference shall be given priority to Project Teams by their initial RFP score.

Week of March 30 - April 3, 2020

FINALIST ANNOUNCEMENT

A total of three (3) consultant teams will be announced as finalists to advance to the competition round.

April 4, 2020

DESIGN COMPETITION PROCESS

CONCEPT DEVELOPMENT & PUBLIC INTERVIEWS

PHASE 2:

A. DESIGN CONCEPT DEVELOPMENT

PROJECT KICKOFF

A stipend of \$25,000 will be issued to each of the finalist teams. Stipend is intended to cover all project travel, materials, and deliverables related to the competition. City Staff will prepare and issue a data package of project background files for use by the consultant teams.

May 4, 2020

PUBLIC INPUT WORKSHOP

A public meeting workshop will be held at the start of the design process for Project Teams to perform a comprehensive site analysis and incorporate public stakeholder input. Design teams will have the opportunity to tour the site, engage project stakeholder groups, and the general public via a series of focus group meetings and a public workshop format. A successful project team effort will effectively incorporate resident input into their designs and will undertake additional engagement at their discretion.

Week of May 4 - 8, 2020

Additional public input will be gathered via an online survey to be prepared by City Staff.

CONCEPT PLAN DEVELOPMENT

Teams will be given ten (10) weeks to develop and complete a design concept plan incorporating site analysis and public input findings.

May - July, 2020

B. FINAL PRESENTATION & JURY REVIEW

CONCEPT PLANS DUE

July 7, 2020

FINALIST TEAM PRESENTATIONS

Project teams will once again converge in Davenport for final presentations on a date TBD. A Jury Panel will evaluate and rank the teams.

Week of July 6 - 10, 2020

WINNER ANNOUNCED

July 10, 2020

RFQ / COMPETITION PROCESS

SELECTION CRITERIA & EXPECTATIONS

PHASE 1:

A. REQUEST FOR QUALIFICATIONS

A selection committee composed of representatives from Davenport City Council, City Staff, Riverfront Improvement Commission, Parks and Recreation Advisory Board, Historic Preservation Commission, Design Review Board, and Davenport Community School District shall evaluate and score all submitted RFQ responses. A list of short listed respondents will be chosen based on qualifications, previous completed works, approach to community engagement, and understanding of the nature of the project (see full criteria below).

A total of eight (8) shortlisted respondents may be interviewed. The selection committee may request additional meetings with respondents to gather further information before making a final selection.

SCORING CRITERIA:

RELEVANT EXPERIENCE OF PROJECT TEAM (35 POINTS)

Design intent and philosophy, qualifications and capacity to perform work from concept development to a completed built project. The City expects a high quality design from a firm(s) with a national portfolio and reputation. Experience in all aspects of the Scope of Services shall be detailed in the submission.

PROJECT UNDERSTANDING (35 POINTS)

Experience with, or understanding of the project intent and the nature of the site, understanding of local planning, design opportunities and constraints. The City expects the project team to be well experienced, innovative and utterly committed to the project development, design and implementation.

PROPOSED WORK APPROACH (20 POINTS)

Approach to community engagement, public process, and building local relationships and partnerships. The City expects the project team to be well balanced and experienced in providing productive open public processes. Special consideration given to past demonstration of the ability to successfully bring private partnerships and their associated funding as means of executing/actualizing a design product above and beyond the limitations of the City of Davenport Capital Improvements Plan.

PRESENT WORKLOAD / AVAILABILITY OF KEY STAFF (10 POINTS)

B. PUBLIC INTERVIEWS

Shortlisted respondents will be invited to Davenport to share their ideas and participate in interviews with a Jury Panel. The interviews will be open to the public and public comments received will be taken into consideration in the Jury selection process. The public interviews shall demonstrate transparency, build anticipation for the park, and reinforce the principle that the Main Street Landing Destination Play Area belongs to everyone and will be designed with stakeholder input.

Following the interviews, 4 project teams may be selected as finalists and given a stipend of \$25,000 to generate design concepts for the Park over a 10-week period. The City reserves the right to add or eliminate the number of finalists based upon the relative strength of the RFQ submittals received.

RFQ / COMPETITION PROCESS

SELECTION CRITERIA & EXPECTATIONS

PHASE 2:

A. PUBLIC INPUT WORKSHOP

City Staff will prepare and distribute a package of background project data (including but not limited to, aerial photos, CAD files, GIS data, previous master plan reports and construction plans, site survey, historical photos, etc.) for consultant team use in the preparation of base files for the public input workshop.

The City will facilitate a several day community engagement workshop that will include:

- Staff lead background presentation on site history, past riverfront master plan initiatives, and recently completed construction activities.
- A riverfront bike tour/walking tour/boat tour? site visit including highlights of the 9 miles of publicly held riverfront.
- On-line survey instruments to solicit public input into the design process
- Introductory presentations from consultant teams.
- Stakeholder focus group interviews
- Open house public meeting / design charrette
- Opportunities for independent research and on-site reconnaissance

B. PRESENTATIONS & JURY REVIEW

Following the 10 weeks of design, the finalist teams will present their concepts to the public, including final presentation materials including models, drawings, etcetera which will be assembled and exhibited for the public.

FINAL DESIGN CONCEPT DELIVERABLES

Following the ten (10) week design concept development stage, teams are expected to provide representations of completed design concept plans in a range of formats. Examples include drawings to models that will be used in various formats including the City of Davenport website and publications. An exhibition that will coincide with the finalist team presentations. Teams are also required to submit a cost estimate for their design.

SELECTION CRITERIA

Design concept plans will be judged and scored by the Jury Selection Panel in part using guidelines to be determined and specified at the point of invitation to the design competition. The design concept plans will be ranked in order of scoring by the Jury Panel and delivered to leadership of the Destination Play Area Task Force and ultimate acceptance by City Council. The winning team will advance to contract negotiations with the City of Davenport for the purpose of bringing the concept into a schematic design and construction document phase.

All submittals will be evaluated using the same criteria. The City of Davenport will accept the qualifications and submittals that it believes best meets the goals of the project outlined in this document.

GENERAL INSTRUCTIONS

LEGAL OBLIGATIONS: This Request for Qualifications is not intended as, and does not constitute, a binding agreement, but is merely intended to specify some of the proposed terms and conditions of the transaction contemplated herein. Neither party may claim any legal right against the other party by reason of signing this Request for Qualifications nor by taking any action in reliance thereon. Each party here to fully understands that no party shall have any legal obligations to the other, or with respect to the proposed transaction, unless or until all of the terms and conditions of the proposed transaction have been negotiated, and agreed to by all parties. Ownership of materials and design concepts will become property of the Client.

NEWS RELEASES: Public disclosure regarding this RFQ and subsequent awards will be coordinated by the City of Davenport

INQUIRIES: All questions and communication regarding this RFQ should be submitted electronically via the City of Davenport ebid system to the Purchasing Division at purchasing@davenportiowa.com. Questions must be received by the date specified in this document. Questions received after the date specified will not be considered.

SIGNATURE REQUIREMENTS: Submittals to the RFQ must be signed by the Lead Designer.

DELIVERY: All submittals shall be electronic in PDF format and uploaded to the City of Davenport website.

RFQ ADDENDA: In the event that it becomes necessary to revise any part of this RFQ, or if additional information is necessary to enable the proposing teams to make an adequate interpretation of the provisions of this RFQ, an addendum(s) to this RFQ will be posted to the City website.

REJECTION RIGHTS: The City of Davenport, at any time, to modify, waive or otherwise vary the terms and conditions of this RFQ including, but not limited to, the deadlines for submission and submission requirements. City of Davenport further reserves the right to reject any or all submittals, and to cancel or withdraw this RFQ at anytime. Proceeding with the selected team is dependent upon the negotiation of a mutually acceptable A/E Agreement.

COST OF PREPARING RESPONSES: No reimbursement will be made by the City for any costs incurred in the preparation of submittals to this RFQ.

RFQS TO BE IN EFFECT: Each RFQ shall state it is valid for a period of not less than 90 days from submission due date.

PROHIBITED INTEREST: No consulting service contract will be awarded to any firm or corporation for a period of one (1) year after they have employed any exempt management employee directly from the City, provided, however, that this provision will not apply in the event the employee so hired is not involved in any way with work being performed by the firm or corporation for the City.

OWNERSHIP AND REUSE OF DOCUMENTS: All documents prepared and submitted in response to this RFQ project shall become the property of the City and the City shall own all ideas, documents and materials developed or prepared in response to this RFQ. All documents prepared are subject to reuse by the City in accordance with the provisions of Iowa statutes.

NONDISCRIMINATION: It is the policy of the City to provide workplaces free from discrimination, harassment and related inappropriate behavior. The City does not condone or tolerate any behavior that is discriminatory, harassing or otherwise inappropriate when such behavior is based on an individual's or group's race, color, national origin, religion, gender, marital status, age, disability, sexual orientation, genetic information or other protected category. Gender includes but is not limited to sex, pregnancy, childbirth or medical conditions related to childbirth, and gender-related self-identity which can be shown by evidence such as medical history, care or treatment of the gender-related identity, consistent and uniform assertion of the gender-related identity or any other evidence that the gender-related identity is sincerely held. Teams are encouraged to adopt such policies and provide workplaces free of discrimination in terms of conditions of employment, including benefits.

PROHIBITED COMMUNICATION: All teams, their agents and representatives are prohibited from lobbying City Council, Mayor, appointed officials and their staff, City departments, selection committee members or city project consultants relative to this RFQ. Non-compliance with this provision will result in disqualification of offer or from consideration.

GENERAL INSTRUCTIONS

DEBARMENT AND SUSPENSION: By signing and submitting a response to the RFQ, the team certifies that no principal (which includes officers, directors, or executives) is presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation on this project by any federal or state department or agency.

DISCREPANCIES, ERRORS AND OMISSIONS: Any discrepancies, errors, or ambiguities in this RFQ or addenda (if any) should be reported in writing to the City's contact person identified in this RFQ. Should it be found necessary, a written addendum to this RFQ will be issued. The City will not be responsible for any oral instructions, clarifications, or other communications.

DISQUALIFICATION: The City reserves the right to disqualify any team, firm(s) or individual(s) before or after opening of the RFQ/ Competition, upon evidence of violation of this RFQ or collusion with intent to defraud or other illegal practices on the part of the team, firm(s) or individuals.

PUBLIC ENTITY CRIMES: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit a bid on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity.

TRUTH IN NEGOTIATIONS CERTIFICATE: For a lump sum, salary multiplier or cost-plus-a-fixed-fee professional service contract over the threshold amount provided in Iowa statutes, the respondent shall, if selected, execute a Truth in Negotiations Certificate stating that the wage rates and other factual unit costs supporting the compensation are accurate, complete and current at the time of contracting. If requested by the City of Davenport, partnership, financial statements including balance sheet, profit and loss and statement of changes in financial position for the latest annual report for each participating firm shall be submitted together with the name of banks and other financial institutions with which the respondent conducts business.

DISPUTE AND COMPLAINTS: All complaints or grievances should be first submitted or ally or in writing to the City. The City shall investigate the validity of the complaint and present the findings in writing to the firm or individual. If the firm is dissatisfied with the findings, firm may then make an appeal to the City. The firm's appeal will be heard by the City once recommended by the Selection Committee.

INFORMATION DESIGNATED A TRADE SECRET AND/OR CONFIDENTIAL AND/OR PROPRIETARY: All submittals (including all documentation and materials attached to the submittal or provided in connection with this RFQ) submitted to the City are subject to the State of Iowa's public records law, which require disclosure of public records, unless exempt, if a public records request is made. All submittal (including all documentation and materials attached to the submission or provided in connection with this RFQ (even if in a separate envelope) submitted to the City cannot be returned. THE CITY WILL NOT CONSIDER ANY RFQ IF THE ENTIRE RFQ IS LABELED A TRADE SECRET AND/OR CONFIDENTIAL AND/OR PROPRIETARY.

If a firm or individual believes that its submittal (including all documentation and materials attached to the RFQ or provided in connection with this RFQ) contains information that is a trade secret (as defined by Iowa law) and/or information that is confidential and/or proprietary and therefore exempt from disclosure then such information must be submitted in a separate envelope and comply with the following requirements. In addition to submitting the information in a separate envelope, the firm or individual must include a general description of the information designated as a trade secret and/or confidential and/or proprietary and provide reference to the State of Iowa statute or other law which exempts such designated information from disclosure in the event of a public records request.

The City does not warrant or guarantee that information designated by a firm or individual as a trade secret and/or confidential and/or proprietary is a trade secret and/or confidential and/or proprietary and exempt from disclosure. The City offers no opinion as to whether the reference to the Iowa statute or other law by a firm or individual is/are correct and and/or accurate. The City will only notify firm or individual of a public records request if such public records request asks for information that is designated by firm or individual as a trade secret and/or confidential and/or proprietary and firm or individual, at its own expense, will have forty-eight (48) hours after receipt of such notice (email notice is acceptable notice) to file the necessary court documents to obtain a protective order.

GENERAL INSTRUCTIONS

Please be aware that the designation of information as a trade secret and/or confidential and/or proprietary may be challenged in court by any person or entity. By designation of information as a trade secret and/or confidential and/or proprietary, firm or individual agrees to defend the City, its employees, agents and elected and appointed officials ("Indemnified Parties") against all claims and actions (whether or not a lawsuit is commenced) related to its designation of information as a trade secret and/or confidential and/or proprietary and to hold harmless the Indemnified Parties for any award to a plaintiff for damages, costs and attorneys' fees, and for costs and attorneys' fees (including those of the City) incurred by the City by reason of any claim or action arising out of or related to firm's or individual's designation of information as a trade secret and/or confidential and/or proprietary.

Failure to comply with the requirements above shall be deemed as a waiver by firm or individual to claim that all additional information in its response is a trade secret and/or confidential and/or proprietary regardless if such information is labeled trade secret and/or confidential and/or proprietary. Firm or individual acknowledges and agrees that all information in firm's or individual's RFQ (not including information submitted in a separate envelope) will be disclosed, without any notice to firm or individual, if a public records request is made for such information.

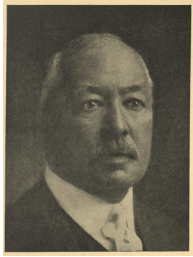
PLEASE BE ADVISED THAT FIRM'S OR INDIVIDUAL'S SUBMISSION, INCLUDING THE INFORMATION SUBMITTED IN A SEPARATE ENVELOPE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH ABOVE, WILL BE DISTRIBUTED TO THE SELECTION COMMITTEE MEMBERS, CITY STAFF, AND CONSULTANTS TO ALLOW FIRM'S OR INDIVIDUAL'S ENTIRE SUBMISSION, TO BE EVALUATED AND CONSIDERED FOR AWARD OF THIS AGREEMENT.

THE ENTIRE CONTENTS OF FIRM'S OR INDIVIDUAL'S RFQ INCLUDING THE INFORMATION SUBMITTED IN A SEPARATE ENVELOPE, MAY BE DISCUSSED AT MEETINGS THAT ARE OPEN TO THE PUBLIC, SUBJECT TO THE REQUIREMENTS SET FORTH IN STATE OF IOWA STATUTES.



APPENDIX

REFERENCE DOCUMENTS



AVAILABLE FOR DOWNLOAD AT: www.davenportiowa.com/blah/blah/blah

W. D. PETERSEN, "FATHER OF THE DAVENPORT LEVEE" (HUGH HARRISON, 1919)

RIVERVISION PLAN OF 2004 (HARGREAVES AND ASSOCIATES, 2004)

RIVERVISION PLAN OF 2014 (HARGREAVES AND ASSOCIATES, 2014)

RIVERFRONT DESIGN GUIDELINES (RDG, INC. 2017)

DAVENPORT RIVERFRONT PROJECT PUBLIC PRESENTAION (RDG, INC. 2019)



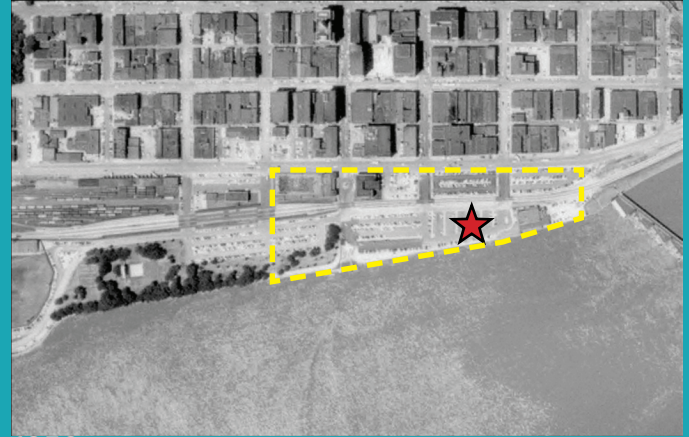
APPENDIX

SITE TIMELINE



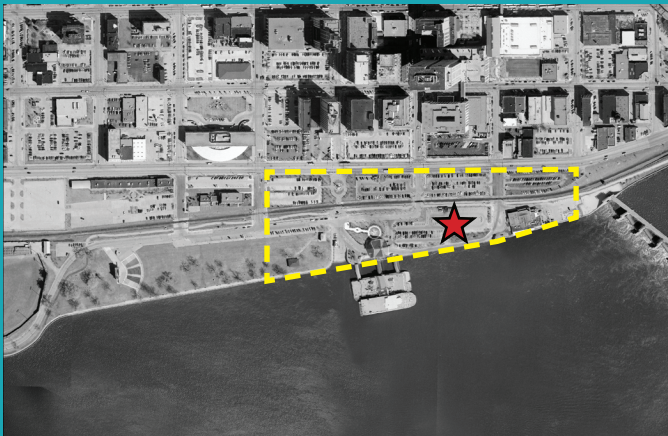
1930s

Original Configuration of the Davenport Levee. Included public park space (LeClaire Park) and other riverfront civic improvements constructed with funds recieved via a working steamboat landing and inter-modal frieght facility. The W.J. Quinlan Ferry transported passengers between Davenport, IA and Rock Island, IL.



1950s

As the automobile increased in affordability and popularity, parking was at a premium in Downtown Davenport. The original steamboat landing was replaced with a seawall and an expanded parking lot. In adjacent LeClaire Park, nearly one half of the public park space was replaced with a new parking lot to meet these new demands.



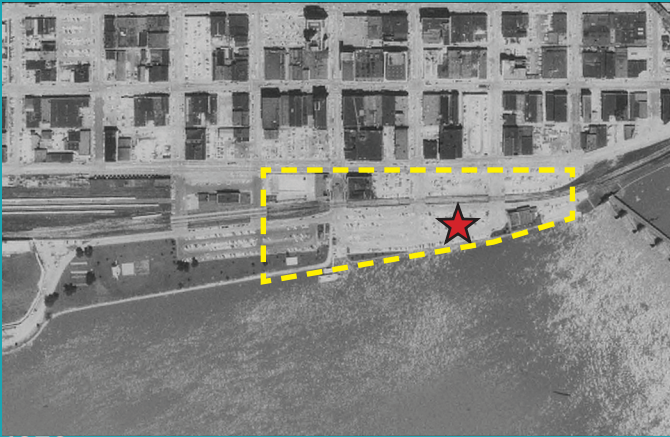
2000s

Significant transformative change took place over the course of the decade. In 2001, the passage of River Renaissance brought \$113.5M in new development including construction of the Figge Art Museum, River Music Experience, Redstone Building restoration, Class A office space, new parking ramps, and the Skybridge which provided a direct link from Downtown to the riverfront. Following this momentum, in 2004, the City partnered with Rock Island, IL to develop RiverVision as a comprehensive master plan for their combined riverfronts.



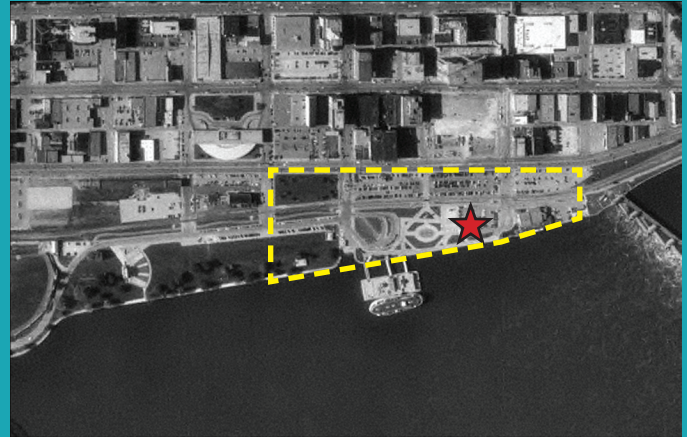
2010s

The construction of the "Front Porch Parkway" installed a series of decorative medians in the middle of River Drive for the purpose of providing an added aesthetic and more safely facilitate pedestrian circulation between Downtown Davenport and the Riverfront.



1970s

The insatiable demand for parking continued over the next several decades with a seemingly endless series of parking lot re-configurations intended to make parking more efficient and increase capacity. As the building stock of Downtown declined, pockets of once vibrant buildings were demolished to construct parking lots and ramps.



1990s

The 1990's saw riverboat gambling introduced to Downtown Davenport and a majority of the Main Street Landing project area was leased to the casino operation. In LeClaire Park, the previous decade brought the reclamation and conversion of parking spaces into park land in due to the popularity of outdoor music festivals.



2017

With the departure of the Rhythm City Casino to a land based operation, the development of Main Street Landing began in earnest. At this time, structures south of the CP Railroad tracks were demolished and replaced with an open lawn to set the stage for future development. In 2018, ground was broken for construction of the "Flexible Event Space" as the first official phase of the Main Street Landing development.

APPENDIX

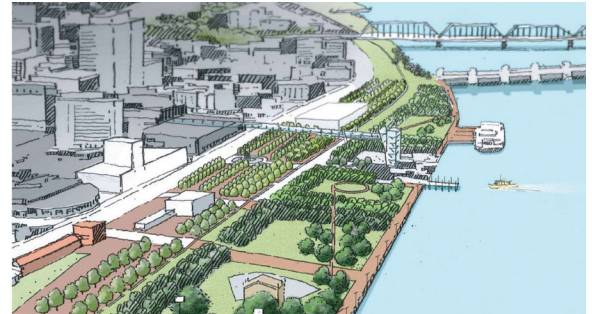
PREVIOUS PLAN INITIATIVES

RIVERVISION 2004 - A SERIES OF OUTDOOR ROOMS

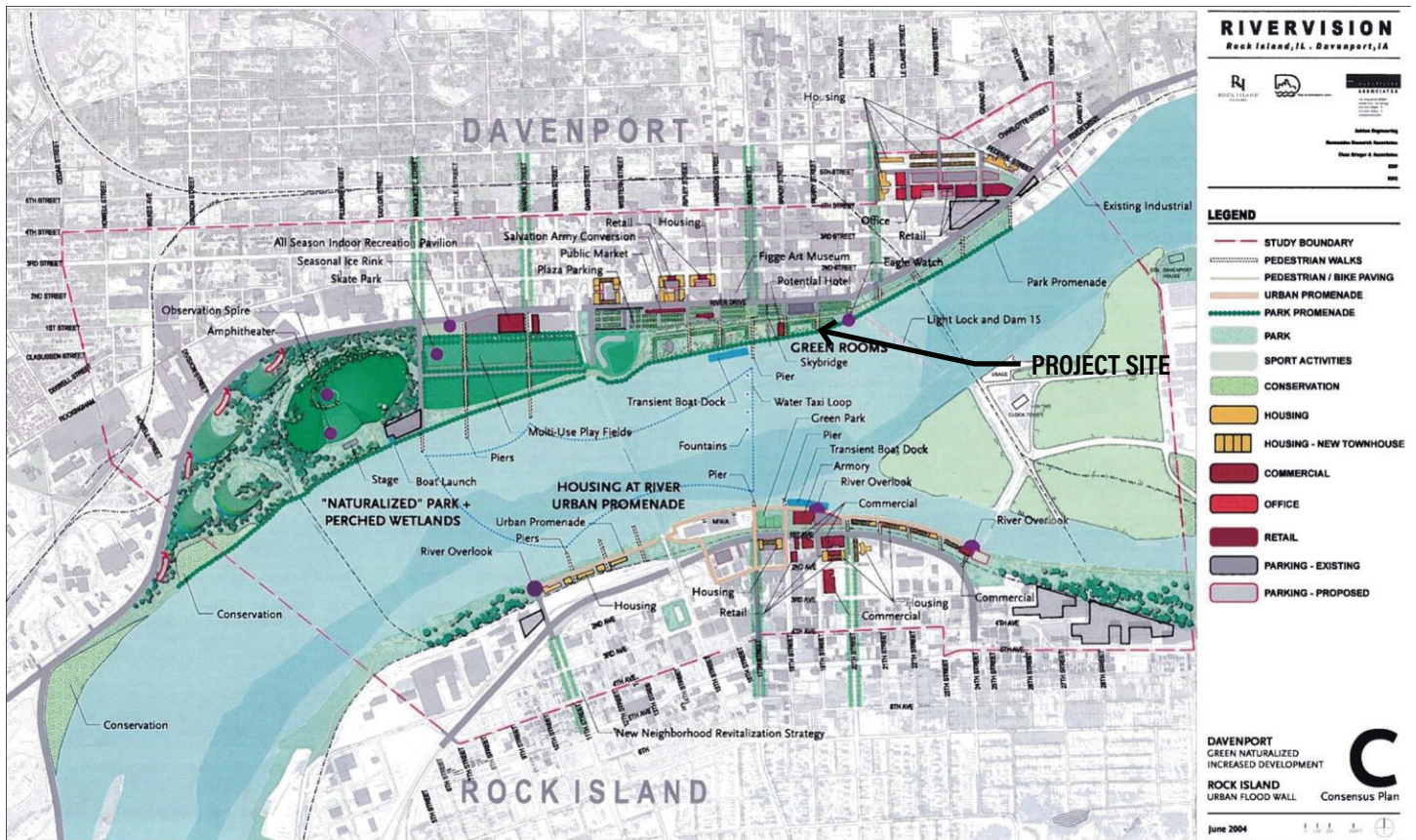
The RiverVision Plan of 2004 laid the organizational framework for site development upon which subsequent planning initiatives were based. It provided the initial concept for the Riverfront adjacent to Downtown to be developed into a sequence of outdoor rooms connected together by pedestrian plaza corridors which extended the urban grid and the preservation of their associated Mississippi River viewsheds.

RIVERVISION 2014 - DEVELOPING SITE PROGRAM

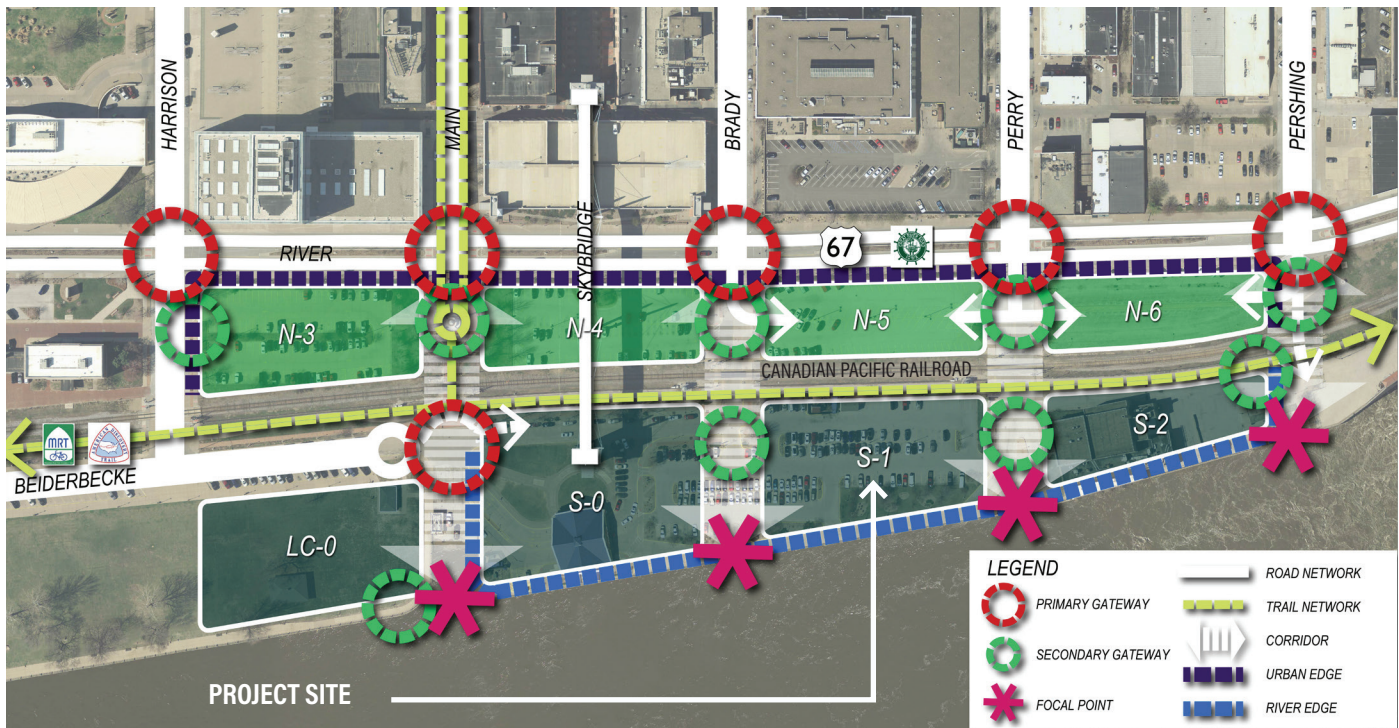
As a follow up to the original plan, a 10 year update was prepared to ensure that a potential riverfront public/private partnership mixed-use development (that was being considered at the time) fit within the context of the original plan. The 2014 plan provided a more in-depth focus of the site which became Main Street Landing and introduced the programmatic elements that make up the sequence of "Outdoor Rooms" from its predecessor. The playground site program was introduced at this time, complemented by overlook and sand beach features. An elevated "Belvidere" walkway feature connected the Skybridge with the proposed mixed-use building as means of making the site accessible during flood events.



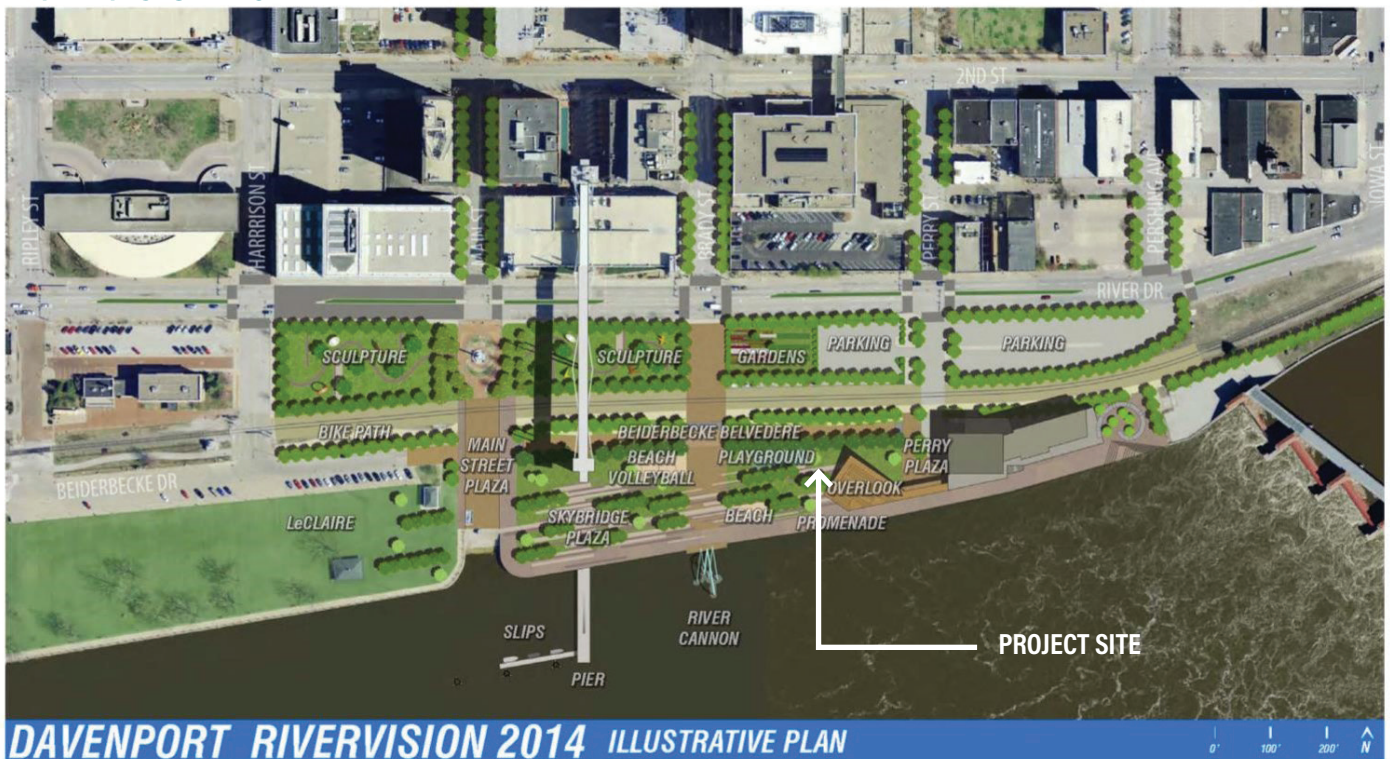
RIVERVISION 2004 - CONSENSUS PLAN



MAIN STREET LANDING FRAMEWORK DIAGRAM



RIVERVISION 2014



DAVENPORT RIVERVISION 2014 ILLUSTRATIVE PLAN

The Rivervision 2014 plan builds upon the 2004 recommendations for 'urban rooms': a framework of tree-lined rooms. The current plan recommends a mix of tree-lined rooms, balanced with larger river-focused expanses of lawn, with parallel bands of flood-tolerant shade trees.

APPENDIX

PLAN EVOLUTION



With the relocation of the Rhythm City Casino to a land based operation combined with the withdrawal of the public private partnership development application, the City made several programmatic shifts to the site plan in 2018.

As it relates to this RFQ, the most noticeable change to Block S-1 included the expansion of the playground footprint in order to create a "destination scale" playground amenity. As means of protecting the high level of finish associated with an amenity of this type, the "overlook" feature was re-envisioned as a passive sloped lawn feature amenity which would serve as a accent the 180 degree site views as well as serve as a strategic berm to protect the playground from a flood event.

Citing maintenance costs associated with frequent sand replacement after flooding events, the beach and beach volleyball amenities were abandoned.

Other changes included:

- Moving the public-private partnership building to the foot of the Skybridge,
- The separation of the sculpture park into two unique passive (traditional) and active (urban lounge) sub plazas.
- The combination of the garden feature and parking lot, turning it into a combination parking lot / flexible event space.



CITY UPDATE 2018



NEW PERSPECTIVES



In 2018 into 2019, The Figge Art Museum, in partnership with the Downtown Davenport Partnership, commissioned Dahlquist RDG, Inc. / Dahlquist Art Studio for the purpose of developing an overarching "art" theme to complement previous riverfront master plan initiatives. The study incorporated a unique theme that took the form of a series of "sculptural frames" which could be replicated throughout the combined riverfronts of the Quad Cities Region.

The RDG/Dahlquist Plan was able to build upon previous plans by visualizing the site improvement interpretations in the form of a 3D modeling which incorporated the elements of the Main Street Landing Design Design Guidelines for a detailed, near photorealistic representation.



The RDG / Dahlquist plan introduced the concept of reconstructing the existing seawall in order to make a more curvilinear riverwalk feature that allowed for more interaction opportunities with the river's edge.

The Davenport City Council accepted the Main Street Landing Master Plan as commissioned by DDP and Figge and presented at a joint public meeting of City, DDP, and Figge on February 15, 2019. The RDG/Dahlquist plan is intended to be used in conjunction and partnership with the 2014 and 2004 versions of the RiverVision Plan. All plans should be jointly utilized and considered in future planning of Main Street Landing.

RDG STUDY 2019



