

REQUEST FOR PROPOSALS FOR STATION AREA PLANNING

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Response Deadline: 1:00 PM, Monday, February 11, 2013

www.stlouis-mo.gov/sldc/documents/RFP-Station-Area-Planning.cfm

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*These attachments are Excel Spreadsheets and are available at
www.stlouis-mo.gov/sldc/documents/RFP-Station-Area-Planning.cfm

I. Introduction & Background

St. Louis Development Corporation (SLDC) seeks a consulting firm (Consultant) with expertise in transit station area planning and development. The objective is to develop Station Area Plans for three existing MetroLink station areas (Existing Stations) along the current alignment and two proposed station areas (Proposed Stations) along the planned Northside-Southside MetroLink extension alignment. All Station Area Plans will fall within the City of St. Louis (City) and will generally incorporate a ½ mile radius around the station, although this may vary depending on each Station.

Existing Stations Background: The [current MetroLink alignments](#) traverse 46 miles and have 37 stations, of which 12 are in the City. The three Existing Station Areas to be studied are:

1. [Arch-Laclede's Landing Station](#)
2. [Stadium Station](#)
3. [Forest Park-DeBaliviere](#) / [Delmar Loop](#) Stations

Note: These two stations are incorporated in one study area due to 1) proximity, 2) their primary L-shaped connection, and 3) the land around the Forest Park-DeBaliviere station being severely limited by both residential density and the proximity of Forest Park.

Much of the preliminary research at these Existing Stations has been completed during prior efforts completed by the City, Bi-State Development Agency (Metro), and East-West Gateway Council of Governments (EWG). The Consultant should rely on the data compiled for these previous efforts in order to reduce duplicative efforts. This prior work includes:

1. [Station Area Profiles](#) completed by Metro
2. [TOD Market Study](#) completed by BAE (subcontractor to Design Workshop under a contract with EWG)
3. TOD Framework Master Plan completed by Design Workshop (under a contract with EWG)
4. [Pedestrian and Bicycling Guidelines](#) as prepared by Design Workshop (under a contract with EWG)
5. [City of St. Louis Sustainability Plan](#)
6. Redevelopment plans, neighborhood and other plans recently completed or underway which are specific to each Station Area

The Arch-Laclede's Landing Station is located in the Laclede's Landing neighborhood which is in downtown St. Louis. The Station is the primary MetroLink access to the Jefferson National Expansion Memorial (JNEM). Planned enhancements to JNEM will improve connections to the Station.

The Stadium Station is west of 6th Street across from Busch Stadium. The plan for this station will need to expand beneath I-64 into the Mill Creek Valley. Pending development at Ballpark Village will need to be incorporated.

The Forest Park-DeBaliviere and Delmar Loop Stations are connected by one mile of roadway that includes Delmar Boulevard and DeBaliviere Avenue. The Station Area Plan in this area will

follow more of a linear pattern along these roads with extensions into adjacent blocks that have more opportunities for development.

Northside-Southside Alignment Background: As outlined in the [Moving Transit Forward: St. Louis Regional Long-Range Transit Plan](#) (adopted by Metro's Board of Commissioners in 2010), the Northside-Southside Alignment is one option in a preliminary set of options for transit service expansion. While the Northside-Southside Alignment has been studied extensively and planned with thorough community input, it should be considered conceptual. The next step in the process would be an Environmental Impact Study; however, to date, no funds have been identified for this purpose. After its initial work, the selected Consultant will recommend to a Technical Advisory Committee (discussed in more detail in Part III) two Proposed Stations along the Northside-Southside route that will be studied as part of the project described in this RFP. .

Further Background Information: This study will be funded with a Sustainable Communities Regional Planning Grant (Grant) that was awarded to EWG from the U.S. Department of Housing and Urban Development (HUD). The goal of the Grant is to create a Regional Plan for Sustainable Development (RPSD), which is aimed at building the capacity of local and regional actors to implement sustainable practices by sharing knowledge, best practices, and resources, and to connect local and regional planning efforts. Ultimately, the implementation of the RPSD will create and protect sustainable, equitable, and livable communities within the St. Louis Region.

This study is one component of an overall TOD effort within the RPSD planning process and should complement TOD planning already completed or underway under the RPSD as referenced in the list above. Both SLDC and EWG are contracting for Station Area Plans, which, together, will provide comprehensive plans for eight MetroLink station areas. EWG is working collaboratively with local municipalities, Metro, other partner agencies and the private sector within the study area, to develop a master plan that will be used as the framework to encourage economic development around the existing light rail stations. TOD represents the creation of compact, walkable communities centered on a high-quality rail system, creating a sense of place. Well-executed TOD will allow our region to improve mobility, create sustainable and livable communities and improve transportation options for the future. The overall effort aims to create a vision and roadmap for how to encourage TOD in the St Louis region.

Work Products: Final work products for this project will include two reports. **A final report encompassing the Scope of Services for the Existing Stations must be complete by September 1, 2013.** This report will include:

1. Station Area Plans of the Arch-Laclede's Landing MetroLink Station, Stadium MetroLink Station, and the Delmar Loop / Forest Park-DeBaliviere MetroLink Stations
2. All memoranda, recommendations, and other work products created for all tasks

A final report encompassing the Scope of Services for the Proposed Stations must be complete by July 1, 2013. This report will include:

1. Station Area Plans of Two Proposed Stations on the Northside-Southside Alignment
2. All memoranda, recommendations, and other work products created for all tasks

II. Schedule and Cost

A final report encompassing the Scope of Services for the **Proposed Stations** must be complete by **July 1, 2013**. A final report encompassing the Scope of Services for the **Existing Stations** must be complete by **September 1, 2013**. Draft reports will need to be circulated for comments before final reports are distributed. The schedule is not adjustable due to agreements with HUD.

Proposals are due Monday, February 11, 2013, at 1 PM Central Standard Time. The Selection Committee will meet Thursday, February 14. All firms submitting proposals should be available Tuesday, February 19th in case the Selection Committee requests an interview.

The amount of funding available for all work is \$380,000.

III. Scopes of Work

III.A. SCOPE OF WORK FOR EXISTING STATIONS

The Consultant will create Station Area Plans for the three Existing Stations. This work will include the development of Station Area Plan alternatives/options, community outreach, economic analysis, and refinement and finalization of the Station Area Plans. The final plans/deliverables for the three Existing Stations are intended to be implementation-ready guides to development of the areas around these stations. The Consultant must build from and ensure consistency with the prior TOD work, referenced in Part I, when it is preparing the three Station Area Plans. The goal for these plans is to immediately leverage development along the route.

The Consultant will create detailed Station Area plans for the following Existing Station Areas:

1. Arch-Laclede's Landing Station
2. Stadium Station
3. Forest Park-DeBaliviere/Delmar Loop Stations

Task A.1: Technical Advisory Committee Formation

With SLDC's assistance, the Consultant will form a Technical Advisory Committee (TAC) which will meet monthly for the duration of the study. Representatives from stakeholder groups specific to each station area will be key members; the TAC will also include representatives from SLDC, City of St. Louis' Sustainability, Planning and Urban Design Agency, Metro, Citizens for Modern Transit, EWG, Great Rivers Greenway, and Trailnet, and may include local aldermen. Note: the TAC is in addition to regular meetings and calls with SLDC staff.

Deliverables:

1. Monthly TAC meetings hosted at SLDC or in station areas where appropriate.
2. Meeting presentations, agendas, and summaries.
3. Agendas provided to TAC the week of meeting; presentations and agendas provided to SLDC one week prior to meeting.
4. Meeting summaries and outcomes provided to TAC within one week of meeting.

Task A.2: Station Area Plan Alternatives

The Consultant must use the information gathered from the TAC, initial data gathering, and review of previously completed studies as the foundation for developing the design alternatives/options for the Station Area Plans for each of the Existing Stations. The Consultant will develop options for TOD incorporating land use, multi-modal transportation plans including bike and pedestrian connections, green space, stormwater management, programmed activity needs, public open space, ecological best practices, parking strategies, appropriate mix of land uses and/densities, building size and siting, and plan implementation recommendations.

Members of the Consultant team will:

1. Identify and verify the project limits and additional existing features such as:
 - Topography, drainage, vegetation, & sensitive environmental features
 - Utilities, or future utility possibilities
 - Right-of-way and lane widths
 - Circulation and access, all modes
 - Other infrastructure, existing or planned (including public improvements such as road/water/sewer etc.)
 - Known brownfield sites
 - Planning regulations
 - Important existing or planned amenities within or near station areas
2. Review all relevant base information, including findings from community outreach efforts and all studies listed in the Introduction of this RFP.
3. Develop three preliminary plans per Station Area that will illustrate the following:
 - Preferred land use patterns
 - Density recommendations
 - Public open space and other amenities
 - Overall landscape, environmental, and aesthetic themes and improvements
 - Overall architectural themes for the various station areas
 - Building type and height alternatives
 - Open space systems, treatments, and connections
 - Accommodations for pedestrians and bicyclists and connections to existing/planned facilities
 - Vehicular access routing to arterials/highway network
 - Accommodations for parking
 - Potential for future transit improvements
 - Key recommendations for transportation and other infrastructure improvements
 - Sustainable elements which coordinate with and serve to advance the City's Sustainability Plan
 - Recommendations for affordable and accessible living components that minimize displacement of existing residents and provide a range of housing options

- Projections for number of new businesses and job creation by sector and type

Deliverables:

1. Narrative background information on each Station Area Plan alternative.
2. A series of drawings, maps and illustrations depicting the three preliminary concept design alternatives for the three Station Areas encompassing a ½ mile radius.
3. Illustrations of the preliminary concept design plans will include more detailed representations of key development projects for the Station Areas.

Task A.3: Community Outreach

The Consultant will provide the public with information on issues related to zoning, future land use, and the potential of enhancing connections to mass transit. Open houses will be conducted to give the public an opportunity to address their concerns and relay their vision for the future development of the area. The outreach will be specific to this TOD effort and each of the three Existing Station Areas. This should be an active, workshop/charrette-style effort, not just one-way presentations. Participants should be engaged in active visioning exercises for their neighborhood, and the Consultant should be prepared to provide full renderings and axonometric views of development scenarios. The audience should be able to fully understand this street-level and neighborhood-level impacts of density and scale, and “vote” accordingly.

Initial Open Houses: The Consultant will invite and actively encourage participation of stakeholder groups directly affected by the development concepts (including property owners, business owners, and neighbors). Initial open houses (three in total, one in each station area) will be held after the Consultant has completed Task 2. The open houses will be with the intent to secure broader support for the process and ultimate selected alternative. Informational material will be used to educate and answer potential questions from the public.

Final Open Houses: At the three final open houses, the Consultant will present the preferred Station Area Plans for the three Station Areas. The public will have the opportunity to provide feedback concerning the recommendations of the study, as well as the recommended transportation, aesthetic, and related improvements and the consultant team’s implementation strategy for the station areas. Feedback from the open houses regarding the preferred station area plans will help the consultant team in crafting achievable implementation strategies and making any necessary changes to the station area plans prior to moving toward finalization of these plans.

NOTE: Firms submitting proposals are invited to make recommendations for other approaches to community outreach for this part of the project.

Deliverables:

1. Six open houses in total: two per Station Area.
2. Open house presentations, materials, agendas, and summaries. It is anticipated that the materials for the open houses will include:
 - a. Narrative background information on project.

- b. Presentation boards that explain what TOD is and how it benefits residents, businesses, property owners, and developers
 - c. Conceptual renderings of different building types so the public understands the options.
 - d. Full renderings of full building envelopes, streetscapes, and public spaces for each Station Area Plan Alternative.
3. Summary of open houses, provided to TAC in electronic format.

Task A.4: Economic Analysis of Station Area Plans

The Consultant's work will include analysis of development economics and financing options for the three Existing Stations through the use of pro forma analysis to identify feasibility of TOD from the perspective of potential developers, including supportable land value and the potential for projects to support the cost of public improvements, or, conversely, the need for assistance or other changes to address "feasibility gaps." For this task, the Consultant will be responsible for developing nine pro formas for the Existing Stations. The Consultant will prepare one round of pro formas on a land residual basis that show, at build-out, all assumptions for development cost (including parking), total development costs (including developer profit), value of the completed projects, and the resulting residual value available for land acquisition. The Consultant will prepare three pro formas for prototype TOD projects (e.g., mixed-use residential wrap or podium buildings, all residential multifamily, mixed-use with commercial uses, etc.).

The Consultant will then apply the prototype pro forma to local market conditions in the Existing Station areas for a total of up to nine pro formas. These pro formas will identify whether desired development is currently feasible, the impact of potential incentives or other actions used to address any feasibility gaps, and what changes in market conditions would be needed for projects to achieve feasibility. Include scenarios showing benefits of higher zoning density and tax incentives. The pro formas developed by the Consultant will consist of a series of Excel worksheets in workbook format that will be provided to SLDC so that Metro, local jurisdictions, and developers may use them as prototypes when moving forward with analysis of potential TOD or negotiating deals.

Deliverables:

1. A background memorandum describing methodology and key findings.
2. Nine pro formas: three pro formas per Existing Station area.

Task A.5: Refinement of Station Area Plan Alternatives

Following the initial open house, the Consultant team will continue refining the alternative plans for the Existing Station areas and will incorporate additional information from the TAC.

Task A.5.1: Transportation Analysis of Station Area Plan Alternatives

The Consultant will continue to analyze the Station Area Plan options for the Existing Stations in terms of feasibility and future traffic capacity issues. The results of the transportation analysis will guide the design team as it moves toward the creation of preferred Station Area Plans. This

will include an examination of potential public transit improvements necessary to improve safety and access for bicyclists and pedestrians. Also included will be MetroLink ridership projections for each Station using a local (specifically urban) transit capture rate (rather than a national threshold). Projections should be provided for all Plan Alternatives at full development build-out and include weekday and weekend ridership estimates.

The Consultant team will:

- Examine the transportation capacity and needed improvements options that would accommodate the anticipated transportation requirements of the Station Area Plans (including vehicular, pedestrian, and public transit options).
- Provide input on how the various plan options impact the overall transportation system.
- Work with the TAC to evaluate transportation options and to examine any development intensity – transportation capacity relationships.
- Work with Metro to define catchment areas and capture rates for each station.

Deliverables: Memoranda, as appropriate, outlining future transportation performance and potential transportation improvements necessary to complete the alternative station area plans.

Task A.5.2: Stormwater and Environmental Planning Analysis

The Consultant will analyze the alternative station area plans in terms of potential stormwater solutions and environmental improvement initiatives. Possible stormwater solutions may include the use of bioswales, porous pavement, curbless gutters, and other stormwater best management practices and techniques. The Consultant will ensure that the final station area plans will work functionally from a stormwater planning perspective.

Deliverables: Memoranda, as appropriate, outlining future stormwater and environmental sustainability performance and potential improvements necessary to complete the alternative station area plans.

Task A.5.3: Presentation of Refinements to Station Area Plan Alternatives to TAC

Following the conclusion of the first-round open houses, the Consultant team will present refinements of the alternative plans for the Existing Stations. The Consultant team will use TAC feedback as it works toward completion of the preferred Station Area Plans.

Deliverables:

Handouts including:

1. A series of drawings, maps and illustrations depicting the three preliminary concept design alternatives (and refinements since the initial open house) for the three Station Area Plans.
2. Agenda, presentation, notes and outcomes for meeting with TAC.

Task A.6: Preferred Station Area Plans

The Consultant team will document the information gained from the TAC and first round open houses to develop preferred Station Area Plans. These preferred Station Area Plans will demonstrate the potential for each Existing Station area in terms of capacity, density, and potential development programs in adequate detail to illustrate various site design elements, integration into neighborhood structure, and principles for future development. The preferred Station Area Plans will also illustrate the final recommendations concerning land use changes, redevelopment projects, and associated improvements related to parks, stormwater and utilities, transportation, and other public facilities associated with the light rail station areas. The Consultant must provide all deliverables under this task to the TAC at least two weeks prior to the final public open houses concerning the Station Area Plans, and will include all of the tools the TAC and the City/SLDC will use in implementing the Station Area Plans going forward.

The plans will illustrate the following:

- Preferred land use patterns and density assumptions
- Overall architectural massing and themes
- Public open space systems and treatments
- Accommodations for pedestrians and bicyclists and connections to existing/planned facilities
- Vehicular access routing to arterials/highway network
- Potential for long-term transit improvements including intermodal opportunities
- Key recommendations for parking and transportation improvements
- Description of approach and strategy for future use and/or development
- Description of principles to guide design and implementation
- Description of specific actions needed for successful implementation
- Sustainable elements which coordinate with and advance the City's Sustainability Plan
- Identification of those sites primed for development and most likely to catalyze additional development nearby
- Urban Design Criteria including:
 - Building character, height, massing, forms, setbacks, orientation to street
 - Special Street cross sections
 - Landscape Criteria
 - Character Images that illustrate proposed development approaches within the station areas.
- Recommendations for affordable and accessible living components that minimize displacement of existing residents and provide a range of housing options
- Projections for number of new businesses and job creation by sector and type

Deliverables: Three comprehensive preferred Station Area Plans. Plans will include graphics and text to communicate the organization and character of the three preferred Station Area Plans including all bullet points, above. The plans shall incorporate all the subtasks described below.

Task A.6.1: Recommended Changes to Comprehensive Plan (aka Strategic Land Use Plan) and Zoning

Based upon recommended land uses for the Existing Station areas, the Consultant will outline recommended changes to the City's Strategic Land Use Plan and recommend specific zoning recommendations for the Existing Station areas. Recommendations of changes to other regulations (e.g. City ordinances) currently in place at the specific station areas that impede TOD shall be provided. Changes recommended to the zoning shall include, but shall not be limited to, preparation of materials to create a Form Based District for the station area per [City Ordinance 69199](#).

Deliverables:

1. A memorandum outlining changes to the Strategic Land Use Plan and other regulations other than zoning. This may include sections pertaining to off-street parking standards and on-street parking management techniques, setbacks, density assumptions, etc.
2. A memorandum outlining the goals and objectives that the establishment of a Form Based District for each of the station areas will achieve. For each of the station areas the Consultant, in accordance with Ordinance 69199, will produce:
 - A Regulating Plan in graphic form, which designates a specific classification (Building Envelope Standards) for every parcel in the Form Based District. The Regulating Plan shall include one or more zones where different Building Envelope Standards apply.
 - Building Envelope Standards that clearly indicate for each classification of property; allowable encroachments, build-to-lines, setbacks, building forms, building heights, building types and parking requirements.
 - Other aspects allowed per Ordinance 69199, including use tables, Building Development Standards, etc. shall be considered for inclusion as appropriate to support the area's transformation to TOD.

Task A.6.2: Estimated Costs of Recommended Improvements

The Consultant team will outline estimated costs of recommended public improvements for the Existing Station areas necessary to achieve the visions and concepts of the preferred Station Area Plans. These may include transportation, stormwater, lighting, aesthetic and streetscape, and related improvements in the study areas.

Deliverables: Text, tables, and graphs outlining general cost estimates for recommended improvements associated with the preferred Station Area Plans.

Task A.6.3: Recommendations regarding Redevelopment Plans and Chapter 99 (Tax Abatement and Tax Increment Financing) and Other Funding Tools

The Consultant team will outline recommended steps to either create or amend Redevelopment Plans in the Existing Station areas. Additionally, the Consultant will make recommendations regarding the use of [Missouri Revised Statute Chapter 99](#) in the Existing Station areas, and will

identify creative and alternative TOD funding mechanisms and will make recommendations regarding the feasibility of these mechanisms in the Existing Station areas.

Deliverables: Recommendations regarding redevelopment plans, Chapter 99 usage, and alternative funding tools.

Task A.7: Final Station Area Plans

Based upon feedback from the public at the final open houses, the Consultant will finalize its recommendations for the Station Area Plans in a summary document. This summary document is intended for use by developers, stakeholders, and the community at large going forward; therefore, the Consultant should prepare the final Station Area Plans with this audience in mind.

The final deliverables for this portion of the project will include the following:

1. A description of the public outreach and community engagement process employed in developing the final Station Area Plans.
2. A summary of the existing conditions for each of the Existing Station areas.
3. Outline of conceptual alternatives, the preferred plans, and the final plans for strategies addressing transit, streetscape improvements, landscape design, pedestrian safety and connectivity, street lighting, and parking.
4. Identification of design themes for the Existing Station areas, which include but are not limited to: sidewalks, lighting, signage, screening, street furniture and amenities, public art, landscape design, gateways and transitions, and intersection improvements.
5. Maps, graphs, and graphics that help to illustrate preliminary and final planning recommendations.
6. Recommendations of the phasing of station area improvements and identification of likely time frame for build-out of each Station Area Plan.
7. Recommendations regarding alternative financing concepts for station area improvements.
8. Cost estimates related to design and construction of station area improvements.

Deliverables: Printed and bound final reports (encompassing all tasks, not just final Station Area Plans) distributed to TAC participants (20 copies) and in electronic (*.doc and *.pdf) format.

Schedule: All work associated with the Existing Station areas must be completed no later than September 1, 2013. The Consultant must make the necessary allowances in its schedule to accommodate review of and comment on project deliverables by SLDC, EWG, and HUD.

III.B. SCOPE OF WORK FOR PROPOSED STATIONS ALONG NORTHSIDE-SOUTHSIDE ALIGNMENT

In 2010, Metro put forth the [Moving Transit Forward: St. Louis Regional Long-Range Transit Plan](#) in which they provide a menu of five options for expanding MetroLink within Missouri. The Northside-Southside Alignment has the most fully developed plan of all the MetroLink corridors. In public meetings, this alignment was a highly favored option because it has the

potential to serve the local area's transit needs by connecting existing and proposed bus, bicycle, and pedestrian networks, which, in turn, creates a broader transportation network that brings transit to areas that need it the most. An Environmental Impact Statement for the Northside-Southside Alignment is proposed, but is not yet underway. The proposed Northside-Southside Alignment would stretch from I-70 & Goodfellow via Natural Bridge, through downtown where it intersects with the existing MetroLink route, and south to I-55 & Loughborough via Jefferson and I-55 (See attached map). Actual construction of this corridor is not expected to occur for some time and could possibly be tested as a streetcar line for a shorter portion of its alignment. Currently, outside of the downtown City core, a streetcar alignment is proposed to follow the same Northside-Southside Alignment.

The Consultant's planning work for Proposed Station areas along the Northside-Southside Alignment will be substantially different than that for the Existing Stations. While many of the same planning and TOD principles apply to both the Existing and the Proposed Stations, the product for the Proposed Stations will be preliminary plans that help set the stage for TOD development, rather than immediate implementation.

The City has already prepared station area profiles for the 25 proposed stations along the Northside-Southside Alignment, but has not yet classified them into typologies. The Consultant will be responsible for creating typologies for the 25 proposed stations. While disinvestment has occurred through the entire City, it has been greater in the northern section of the City than the southern part of the City; meaning that the typologies along the Northside-Southside Alignment will vary and should be based on future context rather than current conditions. The proposed Northside-Southside Alignment traverses both the north and south sections of the City and includes stations in both areas. The proposed N/S Alignment includes a variety of station areas, many of which include substantial overlap, that have both similarities and dissimilarities in terms of the development opportunities that exist in each Proposed Station area. Prior market research for the proposed N/S Alignment dates back to the general feasibility study that was completed for the route in 2008. The purpose of the current project in regard to the N/S Alignment is to aid the City, its neighborhoods, and developers with preparing for and taking advantage of transit investment along the proposed alignment.

In addition to identifying typologies for the Proposed Stations, the Consultant will be responsible for identifying, recommending, and completion Station Area Plans for two stations along the N/S Alignment. This work is described in more detail below.

Task B.1: Technical Advisory Committee

Throughout the process, the Consultant will meet with the core members of the TAC from the various agencies, supplemented, as needed, with key stakeholders in the N/S Alignment study area. These meetings may be coordinated with and/or incorporated into meetings regarding existing stations.

Task B.2: Community Outreach

Given that the N/S Alignment is currently only a proposed corridor, the proposed station locations are neither definitive nor soon to be realized; therefore, this part of the project is preparatory and the Consultant's proposal should include recommendations for how to best engage the communities along the N/S Alignment, with a particular focus on those mechanisms that are most useful in garnering feedback for a project that will not be completed for many years in the future. The Consultant's proposal should indicate what these mechanisms are and should clearly explain why these outreach mechanisms are the best alternatives for engaging the community about this part of the project.

Deliverables:

1. A community engagement plan

Task B.3: Typologies

As a general orientation to the N/S Alignment, the Consultant shall determine a set of typologies for the proposed stations along the N/S Alignment. The Consultant may utilize typologies created for the existing MetroLink by a consultant under contract EWG, and, if needed, create new typologies. The typologies are not meant to be detailed, but will serve as an organizational tool to identify clustering or types/opportunities that exist around the proposed stations. As part of this task, the Consultant shall review the proposed station profiles and data that have already been compiled by the City. Additionally, the Consultant will identify the similarities and differences between the 25 proposed stations in terms of the potential for TOD. The goal of this task is to lay the ground work for choosing two station areas (the Proposed Stations) for which the Consultant will develop more detailed Station Area Plans.

Deliverables:

1. Classify each station by typology (based on potential, not existing, conditions)
2. Analysis of adjoining stations overlap
3. A summary of stations with the same typologies; what are the prototypical station area types along the alignment

Task B.4: Selection of Two Station Areas

After the conclusion of Task B.3, the Consultant will identify and recommend to the TAC two station areas along the Northside-Southside Alignment for further study (the Proposed Stations). The Proposed Station areas should include both the actual station location as well as its broader surroundings within a one-quarter (1/4) mile radius. Since many of these stations have a degree of overlap, the area for planning might include more than one station. It is anticipated that one of the Proposed Station areas will be selected from the most prevalent typologies, identified by the Consultant in Task B.3, and will be used as a prototype of that typology. The second Proposed Station area that the Consultant identifies and recommends could be of the same typology as the first Proposed Station, but it should be in a different geographical location (i.e. south versus north) than the first Proposed Station. Additionally, the Consultant should be mindful of identifying and recommending Proposed Stations with different development opportunities, and

those stations that have short-term development potential. The Consultant should also be aware of the impact that the possibility of a starter streetcar line following a portion of the Northside-Southside Alignment will have on the selection of the Proposed Station areas. All work should be done in connection with the TAC.

Deliverables:

1. Selection of two station areas in coordination with the TAC.

Task B.5: Station Plan Alternatives

The Consultant must use the information gathered from the TAC, initial data gathering, and review of previously completed studies as the foundation for developing the design alternatives/options for the Station Area Plans for each of the Proposed Station areas. The Consultant will develop options for TOD incorporating land use, multi-modal transportation plans including bike and pedestrian connections, green space, stormwater management, programmed activity needs, public open space, ecological best practices, parking strategies, appropriate mix of land uses and/densities, building size and siting, and plan implementation recommendations.

Members of the Consultant team will:

1. Identify and verify the project limits and additional existing features such as:
 - Topography, drainage, vegetation & sensitive environmental features
 - Utilities or future utility possibilities
 - Right-of-way and lane widths
 - Circulation and access, all modes
 - Other infrastructure
 - Planning regulations
 - Important existing or planned amenities within or near station areas
 - Accommodations for pedestrians and bicyclists and connections to existing/planned facilities
 - Vehicular access routing to arterials/highway network
2. Review all relevant base information, including findings from community and stakeholder outreach efforts and all studies listed in the Introduction of this RFP.
3. Develop two preliminary plans per station area that will illustrate the following:
 - Preferred land use patterns
 - Density recommendations
 - Public open space and other amenities
 - Overall landscape, environmental, and aesthetic themes and improvements
 - Overall architectural themes for the various station areas
 - Building type and height alternatives
 - Open space systems, treatments, and connections
 - Accommodations for pedestrians and bicyclists and connections to existing/planned facilities

- Vehicular access routing to arterials/highway network
- Accommodations for parking
- Potential for future transit improvements
- Key recommendations for transportation and other infrastructure improvements
- Sustainable elements which coordinate with and serve to advance the City’s Sustainability Plan
- Opportunities for affordable and accessible living that minimizes displacement of existing residents and provides a range of housing options

Deliverables:

1. Station Plan Alternatives.

- Narrative background information on each Plan Alternative.
- A series of drawings, maps and illustrations depicting the two preliminary concept design alternatives for each of the Proposed Station areas (a total of four alternatives).
- Illustrations of the preliminary concept design plans will include more detailed representations of key development projects for each of the Proposed Station areas.

Task B.6: Economic Analysis of Station Area Plans

The Consultant will complete an economic analysis for each of the Proposed Stations. The Consultant’s economic analysis of the Proposed Station areas will be more conceptual than its analyses for the Existing Stations. The Consultant’s work in this task will include an analysis of development economics and financing options through pro forma analysis to identify conceptual feasibility of TOD at the Proposed Stations from the perspective of potential developers, including supportable land value and the potential for projects to support the cost of public improvements, or, conversely, the need for assistance or other changes to address “feasibility gaps.” For this task, the Consultant will be responsible for developing four pro formas for the Proposed Stations. The Consultant will prepare pro formas on a land residual basis that show, at build-out, all assumptions for development cost (including parking), total development costs (including developer profit), value of the completed projects, and the resulting residual value available for land acquisition. The Consultant will consider variations to the potential development alternatives for prototype TOD projects (e.g., mixed-use residential wrap or podium buildings, all residential multifamily, mixed-use with commercial uses, etc.).

Deliverables:

1. Two pro formas per Proposed Station area with alternatives (a total for four pro formas).

Task B.7: Refinement of Station Area Plan Alternatives

The Consultant team will continue refining the alternative plans for the Proposed Station areas and will incorporate additional information from the TAC.

Task B.7.1: Transportation Analysis of Alternative Station Area Plans

The Consultant will continue to analyze the Station Area Plan options for the Proposed Stations in terms of feasibility and future traffic capacity issues. The results of the transportation analysis will guide the design team as it moves toward the creation of preferred Station Area Plans. This will include an examination of potential public transit improvements necessary to improve safety and access for bicyclists and pedestrians.

The Consultant will:

- Examine the transportation capacity and needed improvements options that would accommodate the anticipated transportation requirements of the Station Area Plans (including vehicular, pedestrian, and public transit options). Of particular importance is guidance from the Consultant of what not to do in these areas in the long lead time prior to station development, such as infrastructure that would impede station development.
- Provide input on how the various plan options impact the overall transportation system, including the impact on ridership.
- Work with the TAC to evaluate transportation options and to examine any development intensity – transportation capacity relationships.

Deliverables: Memoranda, as appropriate, outlining future transportation performance and potential transportation improvements necessary to complete the alternative station area plans.

Task B.7.2: Stormwater and Environmental Planning Analysis

The Consultant will analyze the alternative station area plans in terms of potential stormwater solutions and environmental improvement initiatives. Possible stormwater solutions may include the use of bioswales, porous pavement, curbless gutters, and other stormwater best management practices and techniques. The Consultant will ensure that the final station area plans will work functionally (at a conceptual level) from a stormwater planning perspective.

Deliverables: Memoranda, as appropriate, outlining future stormwater and environmental sustainability performance and potential improvements necessary to complete the alternative station area plans.

Task B.8: Preferred Station Area Plans

The Consultant team will document the information gained from the TAC to advance the preferred Station Area Plans for the Proposed Stations. These preferred Station Area Plans will demonstrate the potential for each Proposed Station area in terms of capacity, density, and potential development programs in adequate detail to illustrate various site design elements, integration into the existing neighborhood structure, and principles for future development.

The plans will illustrate the following:

- Preferred land use patterns and density assumptions
- Overall architectural massing and themes
- Public open space systems and treatments

- Potential for long-term transit improvements
- Key recommendations for parking and transportation improvements
- Description of approach and strategy for future use and/or development
- Description of principles to guide design and implementation
- Accommodations for pedestrians and bicyclists and connections to existing/planned facilities
- Vehicular access routing to arterials/highway network
- Description of specific actions needed for successful implementation
- Sustainable elements which coordinate with and advance the City's Sustainability Plan
- Urban Design Criteria including:
 - Building character, height, massing, forms, setbacks, orientation to street
 - Special Street cross sections
 - Landscape Criteria
 - Character Images that illustrate proposed development approaches within the station areas.

Deliverables: Three comprehensive preferred Station Area Plans. Plans will include graphics and text to communicate the organization and character of the two preferred Station Area Plans including all bullet points, above. The plans shall incorporate all the subtasks described below.

Task B.8.1: Recommended Changes to Comprehensive Plan (aka Strategic Land Use Plan) and Zoning

Based upon recommended land uses for the Existing Station areas, the Consultant will outline recommended changes to the City's Strategic Land Use Plan and recommend specific zoning recommendations for the Existing Station areas. Recommendations of changes to other regulations (e.g. City ordinances) currently in place at the specific station areas that impede TOD shall be provided. Changes recommended to the zoning shall include, but shall not be limited to, preparation of materials to create a Form Based District for the station area per [City Ordinance 69199](#).

Deliverables:

1. A memorandum outlining changes to the Strategic Land Use Plan and other regulations other than zoning. This may include sections pertaining to off-street parking standards and on-street parking management techniques, setbacks, density assumptions, etc.
2. A memorandum outlining the goals and objectives that the establishment of a Form Based District for each of the station areas will achieve. For each of the station areas the Consultant, in accordance with Ordinance 69199, will produce:
 - A Regulating Plan in graphic form, which designates a specific classification (Building Envelope Standards) for every parcel in the Form Based District. The Regulating Plan shall include one or more zones where different Building Envelope Standards apply.

- Building Envelope Standards that clearly indicate for each classification of property; allowable encroachments, build-to-lines, setbacks, building forms, building heights, building types and parking requirements.
- Other aspects allowed per Ordinance 69199, including use tables, Building Development Standards, etc. shall be considered for inclusion as appropriate to support the area's transformation to TOD.

Task B.8.2: Estimated Costs of Recommended Improvements

The Consultant team will outline estimated costs of recommended improvements for the Proposed Station areas necessary to achieve the visions and concepts of the preferred Station Area Plans. These may include transportation, stormwater, lighting, aesthetic and streetscape, and related improvements in the study areas.

Deliverables: Text, tables, and graphs outlining general cost estimates for recommended improvements associated with the preferred Station Area Plans.

Task B.9: Final Station Area Plans

The Consultant will finalize its recommendations for the Station Area Plans in a summary document. This summary document is intended for use by developers, stakeholders, and the community at large going forward; therefore, the Consultant should prepare the final Station Area Plans with this audience in mind.

The final deliverable for this portion of the project will include the following:

1. A summary of the existing conditions for each of the Proposed Station areas.
2. Outline of conceptual alternatives, the preferred plans, and the final plan for strategies addressing transit, streetscape improvements, landscape design, pedestrian safety and connectivity, street lighting, and parking.
3. Identification of design themes for the Proposed Station areas, which include but are not limited to: sidewalks, lighting, signage, screening, street furniture and amenities, public art, landscape design, gateways and transitions, and intersection improvements.
4. Maps, graphs, and graphics that help to illustrate preliminary and final planning recommendations.
5. Recommendations regarding alternative financing concepts for station area improvements.
6. Generalize cost estimates related to design and construction of station area improvements.

Deliverables: Printed and bound final reports (encompassing all tasks, not just the final Station Area Plans) distributed to TAC participants (20 copies) and in electronic (*.doc and *.pdf) format.

Schedule: All work associated with the Proposed Station areas must be completed no later than July 1, 2013. The Consultant must make the necessary allowances in its schedule to accommodate review of and comment on project deliverables by SLDC, EWG, and HUD.

IV. Content of the Proposal

Submitted proposals are limited to 25-pages, exclusive of the required attachments. Proposals must be provided on 8.5" X 11" paper, 1" margins, and not less than 11-point font. **Each proposal must be organized according to the outline provided below, with each section clearly marked and divided with tabs.** The proposal should include a letter from a firm principal committing the proposal for a minimum of ninety (90) days. Late proposals will be returned unopened. **Ten (10) printed bound copies of the proposal should be enclosed** along with a letter from a firm principal committing the proposal for a minimum of ninety (90) days. All respondents must be prepared to submit a PDF of their proposal if requested. Faxed proposals or proposals submitted with an inadequate number of copies will not be accepted.

The items listed below must be addressed in the proposal. **If all the items listed below are not provided, the firm's submission may be deemed non-responsive and may not be evaluated.** SLDC reserves the right to request missing information only if that information is considered minor in nature and does not impede our ability to evaluate the responding firm's quality of work, experience, and/or its ability to perform the requested work. In addition to the items listed below, respondents should ensure that their proposals provide all information relevant to proposal evaluation; the evaluation criteria are listed in Section V.

A. Scope of Work. The general scope of work has been developed by SLDC. Respondents must include further detail regarding specific methodologies or approach being proposed.

B. Contract Price. SLDC intends to award a single, cost-reimbursement contract. Proposals must indicate the proposed price/cost of services to be provided and must address each cost element listed in Attachment E-Cost and Price Analysis for Contracts Form.

C. Person/Hour Commitment Schedule. Proposals also must include a person-hour commitment schedule for all key personnel. Attachment F-Person/Hour Commitment Schedule, or its equivalent, must be included with the proposal.

D. Corporate Profile. The respondent shall provide the following information on their corporate structure, history, experience and ability:

1. Firm name and business address, including telephone number.
2. Year established, (include former firm names and year established, if applicable). Identify the state in which the firm was organized or incorporated.
3. Type of ownership, and name and location of parent company and subsidiaries, if any.

4. An indication of whether the firm is registered to do business in the States of Missouri and Illinois.

E. Evidence of Appropriate Resources and Capacity. The respondent shall provide a description that effectively documents their capacity to take on the work outlined in this RFP. This description shall include, but is not limited to, the following issues:

1. A summary of current or anticipated work commitments through the course of the contract term (estimated to be March 1 - September 1, 2013).
2. A summary outlining the respondent's capacity to take on and complete the work outlined in this RFP in addition to existing and anticipated commitments.
3. A summary outlining the respondent's ability to secure and retain any subcontracted resources throughout the course of the contract period.

F. Qualifications. Proposals must indicate general qualifications of the respondent(s), including subcontractors, in station area planning and/or other disciplines appropriate to the project, as well as specific prior experience and qualifications applicable to this project. Proposals must include a brief narrative (4 pages maximum) regarding the firm's capabilities to carry out the project, including special assets, areas of expertise, analytical tools, and data sources to which the firm has access. Proposals must also include the following:

1. Resumes (or equivalent) of key personnel to be assigned to the project. Experience summaries of these key individuals shall be provided. These summaries should clearly identify prior experience on similar projects in similar roles, and outline the responsibilities these individuals will have in the context of this project. Full resumes of these individuals may be included as an attachment.
2. An indication (in number of hours) of the amount of time that each key person will dedicate to the project.
3. A list of at least three (3) projects similar in scope and magnitude to the project described in this RFP that the proposing firm and/or its subcontractors have undertaken within the last five (5) years. The list should include: contract amount(s), funding source(s), description of work performed, client contact person(s), phone number(s), and email address(es). The respondent must also provide at least one (1) sample of work that is demonstrative of the type of project described in Section III of this RFP. Please provide 10 (ten) printed copies.

G. Conflict of Interest Disclosure. Actual and perceived objectivity will be an important part of successfully completing this project. All respondents must enclose with their proposal a Conflict of Interest Disclosure statement (Attachment A) that discloses all the project planning or consulting interests and/or clients who might benefit financially, directly or indirectly, now or in the future, from this project. If the respondent does not have a conflict of interest, the respondent must still include the Conflict of Interest Disclosure statement indicating that there is no conflict of interest.

H. Minority/Women-Owned Business Participation. SLDC encourages disadvantaged, small, women-owned, and/or minority business participation. Respondents **must** include the DBE/SBE/WBE/MBE Participation Form (Attachment C) in the proposal. As noted in Section VIII, SLDC utilizes the City of St. Louis's MBE/WBE goals of 25% MBE and 5% WBE.

If the respondent intends to participate as a DBE/SBE/WBE/MBE or intends to hire or has hired a DBE/SBE/WBE/MBE subcontractor, then the respondent must also submit with their proposal the attached Letter of Intent to Perform as a DBE/SBE/WBE/MBE (Attachment B) or an equivalent letter for each certified participant.

I. Certification Regarding Debarment and Suspension. All respondents must complete and enclose with their proposal the Certification Regarding Debarment and Suspension (Attachment D).

J. Certification Regarding Lobbying. All respondents must complete and enclose with their proposal the Certification Regarding Lobbying (Attachment H).

V. Evaluation Criteria

SLDC will not award the contract for this project to a respondent that it determines is not responsible. SLDC's determination of a respondent's responsibility may include the following factors: experience of the respondent and its key team members and subcontractors; past conduct and performance on previous contracts; and ability to execute the contract for this project properly. SLDC may make the determination regarding responsibility based upon the respondent's submitted proposal, reference evaluations, a review of the respondent's financial ability, and any other information SLDC requests or determines is relevant to its determination. Many of these factors may also be used in the next level of the evaluation process.

All proposals determined to be from responsible respondents and that meet the minimum RFP requirements listed in Section IV will be evaluated according to the factors listed below. In order to receive the maximum number of points available in each category, the proposal should clearly indicate how the respondent meets each factor listed below, as each relates to the project described in Sections I and III of this RFP.

Selected respondents may be expected to appear for oral interviews. The previous clients of the respondent may also be called. SLDC reserves the right to select a consultant based upon the proposal alone without conducting oral interviews.

The responses will be evaluated and the Consultant(s) selected based on the following criteria:

A. Specialized experience and technical competence of the contractor(s) and assigned personnel relative to the task requirements outlined in Section III of this RFP.

1. Experience of the prime contractor(s) and subcontractor(s).
2. Experience of the project manager.

3. Experience of other key personnel.

B. Respondent's understanding of the scope and conditions related to the project.

1. Respondent's proposed methodology and approach to the project, to include the technology and/or methods the respondent intends to use to produce the project deliverables.
2. Demonstrated understanding of the proposed scope of work.
3. Understanding and knowledge of Federal requirements and regulations, as demonstrated through previous work experience on similar projects that were funded with Federal grant monies or other public funding sources.
4. Demonstrated understanding of regional conditions in the St. Louis Region that may affect the project.
5. Overall organization and clarity of the proposal.

C. Previous work experience of the project team and satisfactory accomplishment of contract responsibility, as demonstrated through references, work samples, and other required information about the contractor's and/or subcontractor's firm.

1. Quality of final products.
2. Ability to meet work schedules.
3. Responsiveness to client input.
4. Ability to work within budgeted amounts.

D. Project cost & schedule of workforce commitment.

1. Total project cost.
2. Project schedule and timeliness of products.
3. Total hours/level of assignment committed for the project manager and other key project staff.

E. DBE/SBE/WBE/MBE Participation

1. Level of DBE/SBE/WBE/MBE participation.
2. Previous work experience of a DBE/SBE/WBE/MBE contractor relative to task assignments.

VI. Selection Procedures

A consultant will be selected by SLDC after the Committee analyzes of all of the information provided in the proposals. SLDC reserves the right to negotiate a contract, including the scope of work, with any responsible respondent or other qualified party. SLDC reserves the right to select a proposal other than the one with the lowest proposed cost. After review and evaluation of the proposals, SLDC may choose to identify selected respondents for oral interviews. If so, identified respondents will be notified of their selection for interview.

This RFP does not commit SLDC to award a contract, to pay any costs incurred in the preparation of a response to this invitation, or to procure or contract for services or supplies. SLDC reserves the right to accept or reject any or all of the responses received as a result of this RFP, or to cancel this request in whole or in part if it is in the best interest of SLDC.

Respondents shall not offer any gratuities, favors, or anything of monetary value to any officer, employee, agent, or director of SLDC for the purpose of influencing a favorable disposition toward either the respondent's proposal or any other proposal submitted as a result of this RFP.

All proposals submitted under this RFP become the exclusive property of SLDC. Responding firms should be aware that any information submitted in response to this RFP might be subject to disclosure under the Missouri Sunshine Act and/or the Federal Freedom of Information Act. SLDC will handle all requests for information in regard to this RFP in accordance with the applicable federal and state statutes, and will not disclose any information submitted in response to this RFP *prior* to the selection and retention of a consultant unless authorized in writing to do so by the responding firm or compelled to do so by law or judicial decree.

VII. Nondiscrimination Requirements

The selected consultant shall not discriminate on grounds of the race, color, religion, creed, sex, national origin or ancestry of any individual in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The selected consultant shall not participate either directly or indirectly in the discrimination prohibited by 24 CFR Subtitle A, Part 1.4 including employment practices.

These nondiscrimination requirements shall apply to all solicitations either by competitive bidding or negotiation made by the successful consultant for work to be performed under a subcontract, including procurement of materials or equipment. The selected consultant shall notify each potential subcontractor or supplier of these requirements relative to nondiscrimination on grounds of the race, color, religion, creed, sex or national origin or ancestry of any individual.

VIII. Disadvantaged Business Participation and Equal Opportunity Provisions

SLDC contracts are bound by the Mayor's Executive Order No. 28 and any superseding Executive Orders relating to utilization of minority and women-owned business. Executive Order No. 28 requires consultants to seek, through good-faith efforts, the involvement of Minority Business Enterprises (MBE) and Women Business Enterprises (WBE) equal to at least 25% and 5%, respectively, of total contract awards for the project. Minority and Women Business Enterprises are encouraged to bid for the prime contract, or to the prime contractors holding plans for the project. For additional information pertaining to the City's MBE/WBE program, and for a list of certified firms, please visit www.mwdbe.org.

Additionally, per the policy of the Department of Housing and Urban Development (HUD), the consultant agrees to ensure that MBE and WBE have the maximum opportunity to participate in the performance of this Agreement. In this regard, the consultant shall take all necessary and reasonable steps, in accordance with Executive Orders 11625 and 12138 and 24 CFR § 85.36 to ensure that MBE and WBE have the maximum opportunity to compete for and perform portions of this Agreement. In accordance with HUD regulations, these steps include:

- i. Placing qualified small minority businesses and WBE on solicitation lists for subcontracts and/or joint ventures;
- ii. Assuring that small and minority businesses and WBE are solicited whenever they are potential sources of work and/or supplies;
- iii. Dividing total project requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses and WBE;
- iv. Establishing delivery schedules, when the requirements permit, which encourage participation by small and minority businesses and WBE; and
- v. Using the services and assistance of the Small Business Administration, and the Minority Business Development Agency of the Department of Commerce.

IX. Protest Procedures

In the course of this solicitation for proposals and the selection process, a respondent may file a protest when, in the respondent's opinion, actions were taken by the staff and/or the selection committee which could unfairly affect the outcome of the selection procedure. All protests should be in writing and directed to Mr. Otis Williams, Deputy Executive Director, St. Louis Development Corporation, 1520 Market Street, Suite 2000, St. Louis, MO 63103. Protests should be made immediately upon occurrence of the incident in question but no later than three (3) days after the respondent received notification of the outcome of the selection procedure. The protest should clearly state the grounds for such protest. Upon receipt of the protest, the Deputy Executive Director will review the actual procedures followed during the selection process and the documentation available. If it is determined that the action(s) unfairly changed the outcome of the selection process, negotiations with the selected respondent will cease until the matter is resolved.

X. Living Wage Compliance

The selected firm shall agree to comply with “Chapter 3.99 Living Wages” of the Revised Code of the City of St. Louis (Ordinance No. 65597). See Living Wage Adjustment Bulletin, Attachment G.

XI. Unauthorized Alien Employees

At the time the contract is signed, the selected Consultant shall, pursuant to the provisions of Sections 285.525 through 285.555 of the revised Statutes of Missouri, 2000, as amended, by sworn Affidavit and provision of documentation, affirm its enrollment and participation in a federal work authorization program with respect to the employees working in connection with this Contract, Agreement or Grant. Contractor shall sign an Affidavit affirming that it does not knowingly employ any person who is an unauthorized alien in connection with this Contract, Agreement or Grant pursuant to the above-stated Statutes.

XII. Insurance Requirements

Before a contract is awarded on this project, the selected consultant must meet the insurance coverage requirements as follows:

- A. The selected consultant is required to carry and shall cause its subcontractors to carry commercial general liability and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name SLDC and its employees as additional named insureds.
- B. The selected consultant is also required to carry insurance in the amount stipulated by law to protect it from claims under worker's compensation acts.

XIII. Inquiries and Submission Deadline

Direct inquiries regarding this RFP should be submitted to Amy Lampe, Major Project Specialist, at lampea@stlouis-mo.gov. Inquiries regarding this RFP must be submitted no later than 5:00 PM Central Standard Time on Wednesday, February 6, 2013.

SLDC will not accept any inquiries after that date and time. In order to ensure that all potential respondents receive the same information relative to this solicitation, we will post our response to any request for supplemental information on our web site at www.stlouis-mo.gov/sldc/documents/RFP-Station-Area-Planning.cfm. Please visit our website periodically to check for any additional information. If you wish to have a printed copy of the information mailed, please email Amy Lampe at lampea@stlouis-mo.gov.

Proposals are due by 1:00 PM Central Standard Time on Monday, February 11, 2013, to the following address:

**RFP-Station Area Planning
c/o Ms. Amy Lampe
Major Project Specialist
1520 Market Street, Suite 2000
St. Louis, MO 63103**

ATTACHMENT A

Conflict of Interest Disclosure Statement

Please enclose with the proposal a statement that discloses (lists) all the project planning or consulting interests and/or clients who might benefit financially, directly or indirectly, now or in the future, from this project.

If a conflict of interest does not exist, the Consultant must still include the Conflict of Interest Disclosure statement indicating that there is no conflict of interest.

ATTACHMENT B

Letter of Intent to Perform as a DBE/SBE/WBE/MBE

Project Title or Description:

The undersigned intends to perform work in connection with the above project as (check one:)

a prime contractor

a subcontractor

a joint venture

other (please specify)

If applicable, name of prime contractor or joint venture partner:

The undersigned is prepared to perform the following described work in connection with the above project (work items to be performed):

at the following price: _____

Date

Name of Disadvantaged Contractor

By: _____
Signature & Title

ATTACHMENT C
DBE/SBE/WBE/MBE Participation Form

Project Title or Description: _____

1) Identification of Participating *DBE/SBE/WBE/MBE*

(a) DBE/SBE/WBE/MBE Name & Address	(b) Bid Item Number	(c) \$ Value of DBE/SBE/WBE/MBE Work	(d) % of \$ Value Applicable to Goal	(e) \$ Amount Applicable to Goal [c X d]	(f) % of Total Contract [e/Bid]
1.					
2.					
3.					
4.					
TOTAL					

The undersigned submits the above list of *DBE/SBE/WBE/MBEs* to be used in accomplishing the work contained in this proposal.

Company

Name

Date

Title

ATTACHMENT D

Certification Regarding Debarment & Suspension

The undersigned certifies to the best of his or her knowledge and belief, that the proposer and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

If the undersigned is unable to certify to any of the statements in this certification, an explanation shall be attached to this proposal.

Name of Entity

Name & Title of Authorized Official

Signature of Above Official

Date

OVERHEAD RATE AND GENERAL AND ADMINISTRATIVE RATE INFORMATION

A. GOVERNMENT AUDIT PERFORMED	DATE OF AUDIT	ACCOUNTING PERIOD COVERED
B. NAME AND ADDRESS OF GOVERNMENT AGENCY MAKING AUDIT		C. DO YOUR CONTRACTS PROVIDE NEGOTIATED OVERHEAD RATES ___NO ___YES (IF YES, NAME AGENCY)

D. (If no Government Rates have been established furnish the following information)

DEPARTMENT OR COST CENTER	RATE	BASE	TOTAL INDIRECT EXPENSE POOL TOTAL	BASE FOR TOTAL

EXHIBIT A - SUBCONTRACT INFORMATION (If more space is needed, use blank sheets, identifying item number)

NAME AND ADDRESS OF SUBCONTRACTOR(S)	SUBCONTRACTED WORK	SUBCONTRACT	
		TYPE	AMOUNT
			0.00
			0.00
			0.00
			0.00
			0.00
Total			\$ -

EXHIBIT B - OTHER DIRECT COSTS (Specify, if more space needed, use blank sheets, identifying item number)

	0.00
	0.00
	0.00
Total	\$ -

EXHIBIT C - TRAVEL (Specify, if more space needed, use blank sheets, identifying item number)

Mileage (indicate mi *rate)	0.00
Airfare (indicate # trips, etc)	0.00
Hotel (# nights x rate)	0.00
Meals (# days x rate) <i>rate cannot exceed max federal meal per diem</i>	0.00
Ground transportation	0.00
Total	\$ -

CERTIFICATE

The labor rates and overhead costs are current and other estimated costs have been determined by generally accepted accounting principles and are limited to allowable costs under the federal cost guidelines if so required.

NUMBER OF CONTRACTOR EMPLOYEES ___ 100 AND UNDER ___ OVER 100 ___ OVER 500	STATE INCORPORATED IN
---	-----------------------

DATE	SIGNATURE AND TITLE OF AUTHORIZED REPRESENTATIVE OF CONTRACTOR
------	--

ST. LOUIS LIVING WAGE ORDINANCE

LIVING WAGE ADJUSTMENT BULLETIN

**NOTICE OF ST. LOUIS LIVING WAGE RATES
EFFECTIVE APRIL 1, 2012**

In accordance with Ordinance No. 65597, the St. Louis Living Wage Ordinance (“Ordinance”) and the Regulations associated therewith, the City Compliance Official for the City of St. Louis has determined that the following living wage rates are now in effect for employees of covered contracts:

- 1) Where health benefits as defined in the Ordinance are provided to the employee, the living wage rate is **\$11.93** per hour (130% of the federal poverty level income guideline for a family of three); and
- 2) Where health benefits as defined in the Ordinance are **not** provided to the employee, the living wage rate is **\$15.52** per hour (130% of the federal poverty level income guideline for a family of three, plus fringe benefit rates as defined in the Ordinance).
- 3) Wages required under Chapter 6.20 of the Revised Code of the City of St. Louis: **\$3.95** per hour.

These rates are based upon federal poverty level income guidelines as defined in the Ordinance and these rates are effective as of **April 1, 2012**. These rates will be further adjusted periodically when the federal poverty level income guideline is adjusted by the U.S. Department of Health and Human Services or pursuant to Chapter 6.20 of the Revised Code of the City of St. Louis.

The Ordinance applies to employers who are covered by the Ordinance as defined in the Ordinance, where the contract or grant is entered into or renewed after the effective date of the Ordinance, which is November 3, 2002. A copy of the Ordinance may be viewed online at <http://www.mwdbe.org> or obtained from:

City Compliance Official
Lambert-St. Louis International Airport
Certification and Compliance Office
P.O. Box 10212
St. Louis, Mo 63145
(314) 426-8111

Dated: February 17, 2012

CERTIFICATION REGARDING LOBBYING

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31 U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

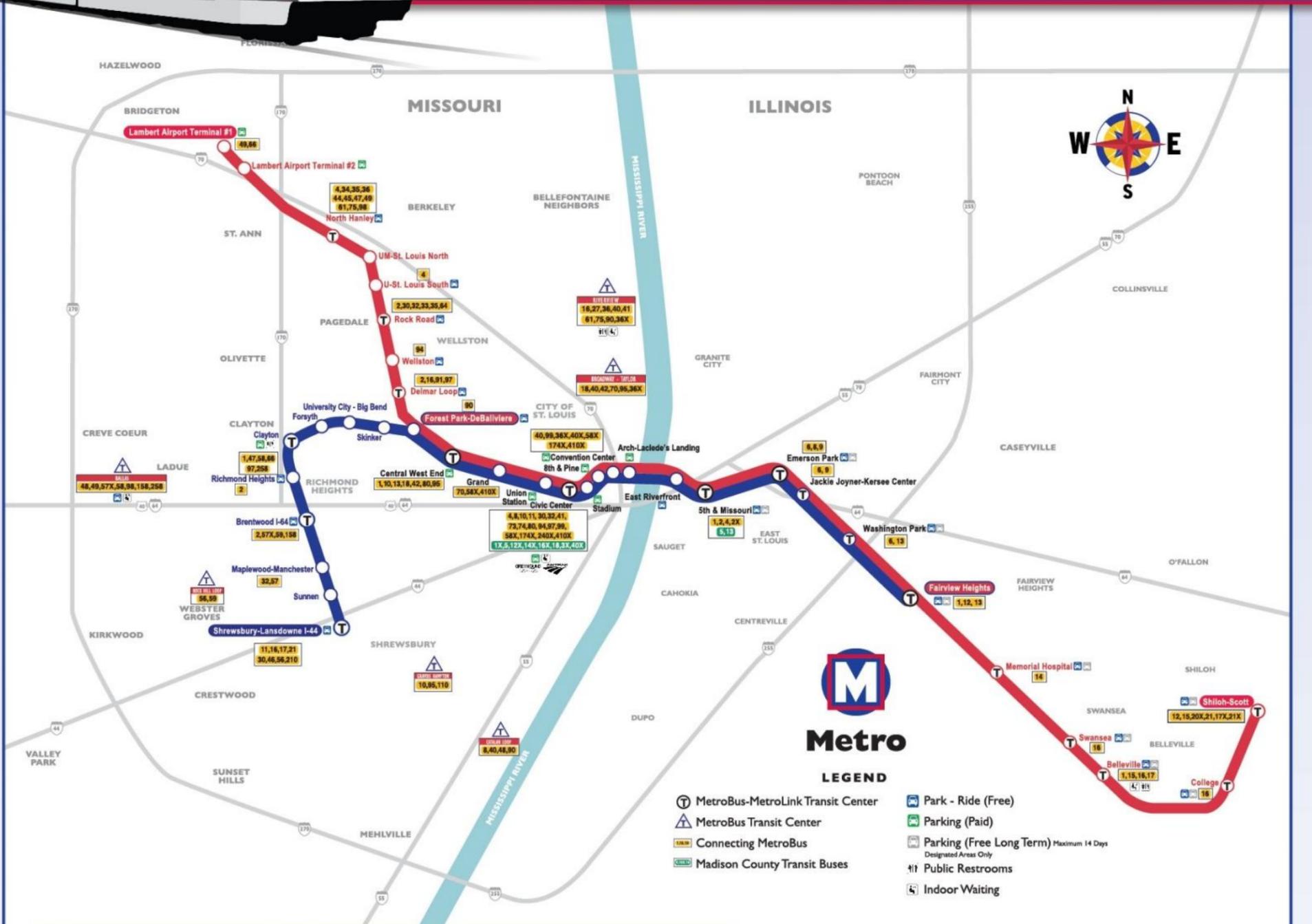
Typed Name & Title of Authorized Representative

Signature and Date of Authorized Representative

Attachment I



METROLINK ROUTES



KEY TRANSFER POINTS

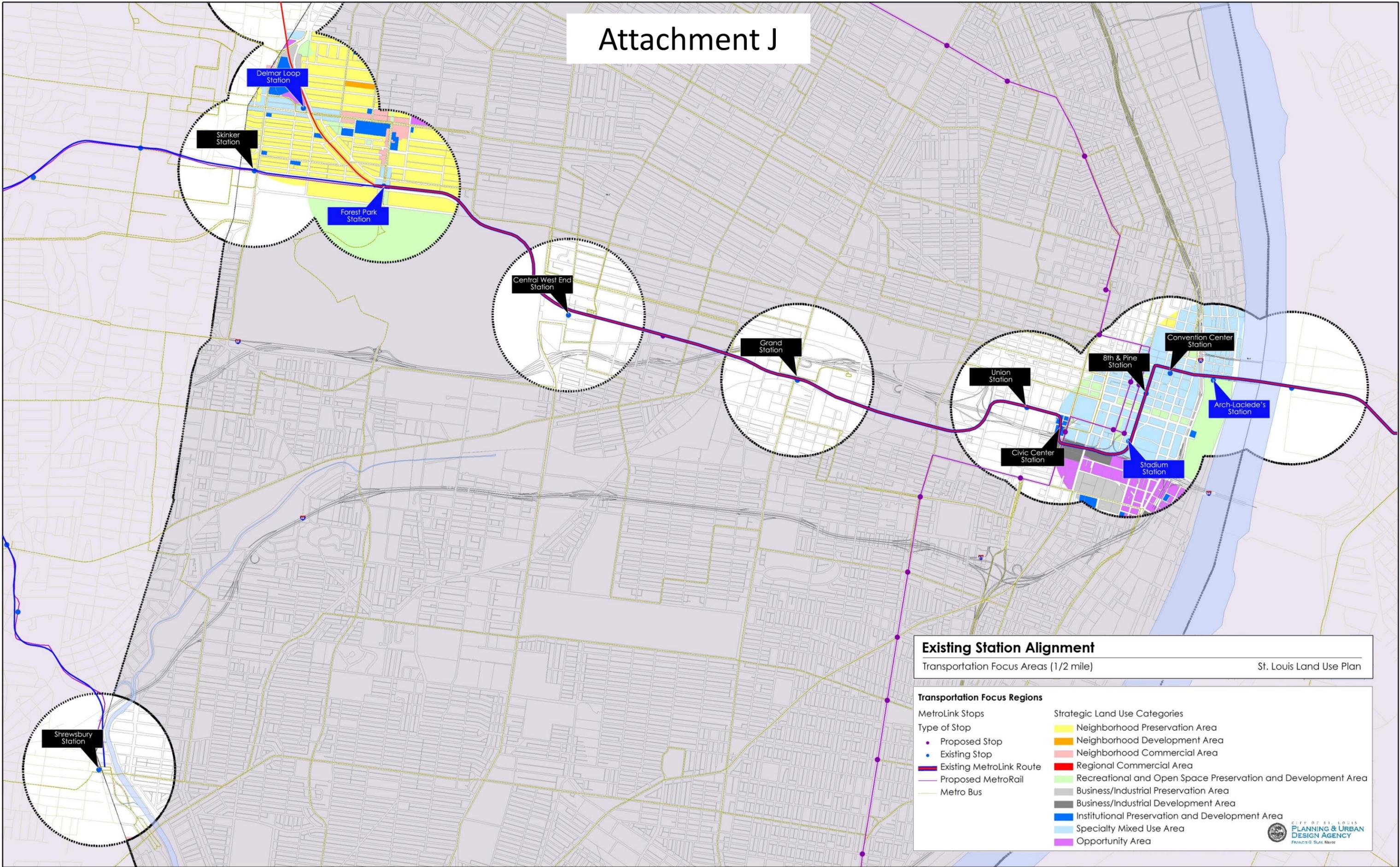
Forest Park-DeBaliviere

Fairview Heights

QUESTIONS?

Call Customer Service at
314-231-2345 or 618-271-2345,
 M-F 7:30 am - 4:30 pm (hours may vary)
 or visit www.metrostlouis.org

Attachment J



Proposed Northside-Southside Alignment

Transportation Focus Areas (1/2 mile)

St. Louis Land Use Plan

Attachment K

Transportation Focus Regions

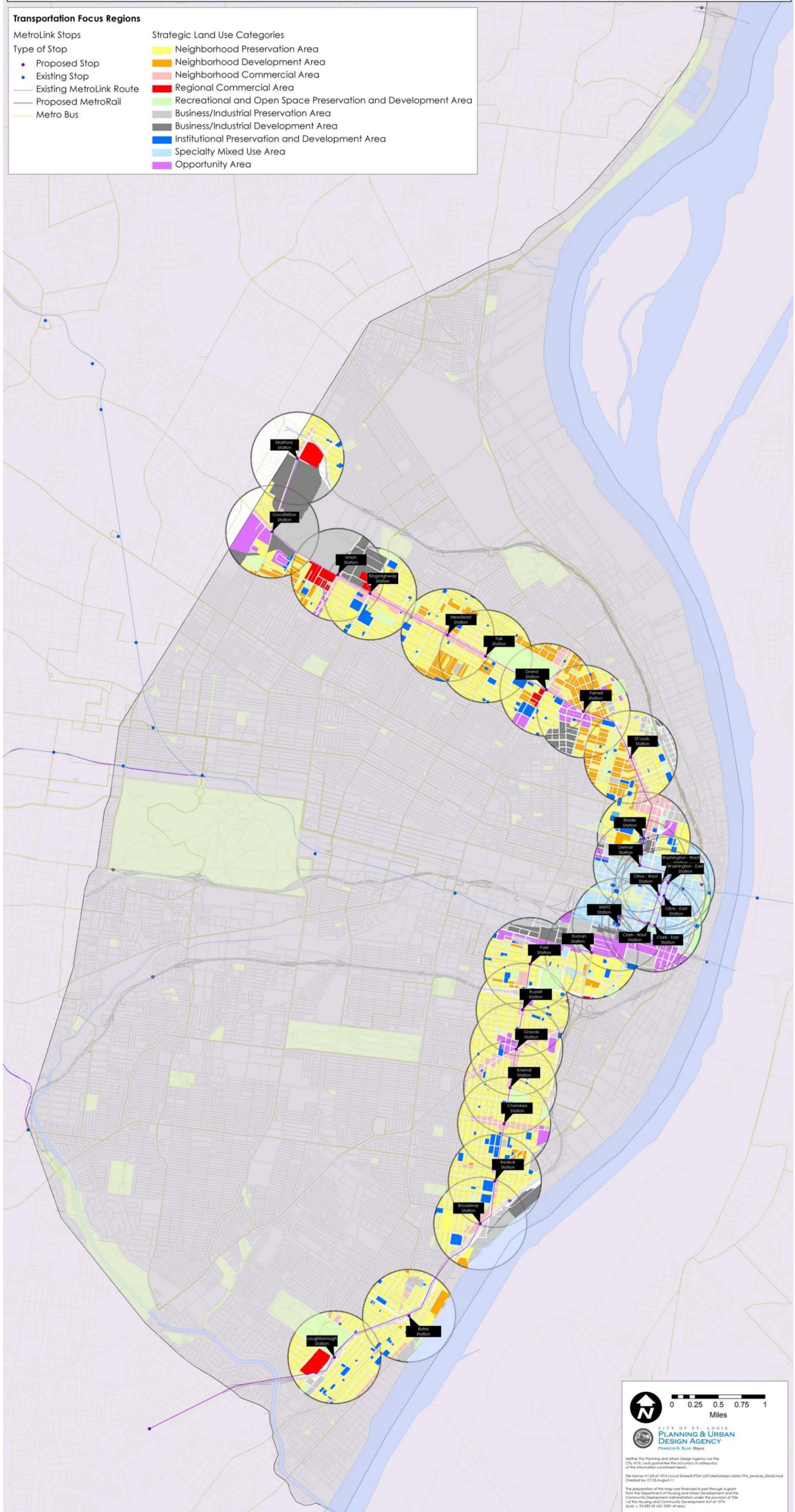
MetroLink Stops

Type of Stop

- Proposed Stop
- Existing Stop
- Existing MetroLink Route
- Proposed MetroRail
- Metro Bus

Strategic Land Use Categories

- Neighborhood Preservation Area
- Neighborhood Development Area
- Neighborhood Commercial Area
- Regional Commercial Area
- Recreational and Open Space Preservation and Development Area
- Business/Industrial Preservation Area
- Business/Industrial Development Area
- Institutional Preservation and Development Area
- Specialty Mixed Use Area
- Opportunity Area



0 0.25 0.5 0.75 1 Miles

CITY OF ST. LOUIS
PLANNING & URBAN DESIGN AGENCY
FRANCIS G. BLAK, Mayor

Neither the Planning and Urban Design Agency nor the City of St. Louis guarantees the accuracy or adequacy of the information contained herein.

File Name: H:\A\1015 Local Shared\FDA\UD\Map\Map\stata\17A_landuse_24x36.mxd
Created by: CJ (8/24/11)

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