

### Concept and Price Evaluation Criteria for Kampong Bugis White site

<b>Quality of Master Plan and Design Concept – Weightage at 40 Percent</b>	
Overall Development concept	<ul style="list-style-type: none"> <li>The proposed development shall be an attractive residential precinct that is contextually sensitive to the waterfront and park setting, with well-planned connectivity and infrastructure to support car-lite and sustainable living. The development concept shall be community-centric with well-curated public spaces and amenities that will serve both the local community's needs and the larger public. The development shall incorporate innovative urban solutions and design elements with the goal of becoming a model sustainable and low carbon residential precinct for Singapore.</li> </ul>
Master Plan and Phasing Plan	<ul style="list-style-type: none"> <li>The proposed composition and placement of uses and buildings shall be well-considered so as to create synergy and convenience for visitors and residents, as well as foster social interaction and a sense of community within the precinct.</li> <li>Consideration shall be given to how the building typologies and layout of the development and its various uses would activate the waterfront and create delightful public spaces. There should also be a good mix of uses that would contribute to the porosity and activities on the street level.</li> <li>The proposed phasing of the development shall ensure that each phase of development provides a meaningful mix of uses that are well-integrated with the necessary infrastructure.</li> </ul>
Layout of Building Form and Massing	<ul style="list-style-type: none"> <li>The proposed building form and massing are to respond appropriately and relate well to the waterfront context and waterfront park, as well as the existing developments within the precinct.</li> <li>Given the development's visibility from Kallang Basin, the proposed building form and massing are to contribute positively to the skyline profile of the City.</li> </ul>
Quality of Architecture and Landscaping	<ul style="list-style-type: none"> <li>The architecture of the proposed development shall be designed to respond appropriately to Singapore's tropical climate with suitable placement of lush landscaping at ground level and vertical greenery such as sky terraces and roof gardens.</li> </ul>

	<ul style="list-style-type: none"> <li>• The proposed development is to feature active frontages that allow the seamless interfacing of the public and private realm.</li> <li>• The landscape design shall feature innovative ways of incorporating ABC Waters design features.</li> </ul>
<b>Innovation and Quality of Public Realm – Weightage at 30 Percent</b>	
Attractiveness of Public Spaces	<ul style="list-style-type: none"> <li>• The public realm would comprise the enhanced waterfront park together with a network of green spines and well-placed public spaces to enliven the streetscape and create a pedestrian-friendly environment.</li> <li>• The public realm shall be designed to be inclusive for all including the larger public, and to accommodate activities, ranging from organised community events to informal gatherings. Ample provision shall be made for people to linger, mingle and interact in the public realm in welcoming and accessible settings. In particular, the sensitive integration of the existing gasholder structure within the publicly accessible area shall be considered to reflect the heritage of the site.</li> </ul>
Sustainable and Innovative Initiatives	<ul style="list-style-type: none"> <li>• A holistic approach to sustainability shall be adopted in efforts to advance the quality of life within the precinct and minimize the impact to the environment. The precinct shall feature a suite of innovative urban solutions, which prioritises mass transit and active mobility, optimizes resources and reduces carbon footprint.</li> <li>• In particular, the precinct shall be planned to promote a car-lite environment. It shall be supported by the necessary infrastructure provision to support a good range of active mobility transport modes, and services so as to reduce residents' reliance on private cars. The planned car parking facility/facilities shall cater for efficient sharing of the car park lots and movement of cars within the precinct, including the flexibility for the car park facilities to be converted for other suitable uses should car parking demand fall in the longer term.</li> <li>• The proposed development is to provide a comprehensive pedestrian and cycling network to facilitate efficient and barrier-free pedestrian and cyclist movements within the site and especially towards the waterfront, key transport nodes (Kallang MRT, Lavender MRT, and Bendemeer MRT Stations as well as bus stops), public areas and amenities in the surrounding area. Extensive sheltered network shall be well-integrated into the existing and proposed</li> </ul>

	developments to provide convenient pedestrian experience.
<b>Track Record – Weightage at 30 Percent</b>	
Track record	<ul style="list-style-type: none"> <li>• The track record of the tenderer/developer and design teams will be assessed based on their relevant experience in master planning, developing and place managing precincts well over time both locally and overseas. Tenderers may cite relevant awards to substantiate their track record in designing, developing and managing such developments.</li> <li>• The workmanship quality of tenderer’s completed developments within the past 5 years based on the Quality Mark and CONQUAS scores of these projects would be taken into consideration. Tenderers with only overseas projects may substantiate the workmanship quality of these projects with relevant international construction awards.</li> </ul>

## Concept and Price Evaluation Criteria for River Valley hotel site

<b>Quality of Development Concept and Public Realm – Weightage at 70 Percent</b>	
Overall Development Concept and Quality of Architecture	<ul style="list-style-type: none"> <li>• The proposed development is to be designed as a high quality, distinctive waterfront landmark that is contextually sensitive to the historic waterfront and hill park setting. Innovative architecture and urban design concepts are highly encouraged.</li> <li>• The development concept is to focus on the public realm at the street level. Well-designed public spaces that are well integrated into the surrounding pedestrian network should be incorporated.</li> <li>• Given its unique vantage location between hill and water, the development is to be designed to offer seamless connections and delightful hill-to-water visitor experiences between Fort Canning Park and Singapore River.</li> </ul>
Overall Hotel Concept	<ul style="list-style-type: none"> <li>• The proposed development is to provide a unique, innovative hotel concept that can differentiate from existing hotel developments in Singapore. It is required to be in line with global hotel trends (including sustainable practices) and offer strong tourism appeal.</li> <li>• The proposed development is to integrate with and add vibrancy to the surrounding precinct and tourism offerings.</li> <li>• The proposed development is to offer immersive visitor-centric experiences that would enhance both Singapore’s attractiveness to visitors and hotel business performance (e.g. increase revenue and/or guest satisfaction).</li> <li>• The proposed development is to be manpower lean and operate efficiently, through its design and operational processes.</li> </ul>
Layout of Building Form and Massing	<ul style="list-style-type: none"> <li>• The proposed building form and massing are to respond appropriately and relate well to the historic waterfront and hill park, as well as the existing developments within the precinct.</li> <li>• Given the prime waterfront location, the proposed building form and massing is to contribute positively to the skyline profile along the river.</li> <li>• The proposed building form and massing are to be well integrated with the existing at-grade Rapid</li> </ul>

	<p>Transit System (RTS) related structures and the design treatment of the proposed development shall respond and relate well to the adjacent LTA's Intelligent Transport Systems (ITS) Centre.</p> <ul style="list-style-type: none"> <li>The building form and massing shall also be articulated in an appropriate scale to respond to the scale of the heritage buildings within the Clarke Quay precinct, and to create a pedestrian-friendly and street-based environment along the waterfront promenade.</li> </ul> <p><u>Porosity</u></p> <ul style="list-style-type: none"> <li>The placement of the high-rise towers is to maintain physical and visual connectivity between Singapore River and Fort Canning Park.</li> <li>The development is to incorporate a high degree of porosity at the 1<sup>st</sup> storey to create a pedestrian-friendly, street-based environment, with good visual and physical porosity between River Valley Road, the MRT entrance / exit and the river promenade.</li> </ul>
Placement of Uses	<ul style="list-style-type: none"> <li>The proposed layout and placement of the various uses for the development shall be well-considered. There are to be adequate activity-generating uses provided within the development and along key pedestrian routes such as Clarke Quay and key public spaces along the river promenade, to contribute to greater vibrancy in the area.</li> <li>The placement of uses is to be carefully planned so that their service areas and service access arrangements will not compromise the attractiveness &amp; overall environment of the development.</li> </ul>
Attractiveness of Public Spaces	<ul style="list-style-type: none"> <li>The proposed development is to incorporate an attractive and delightful public realm, with well-located public spaces that are highly visible and easily accessible from the surrounding pedestrian routes.</li> <li>The public realm should be designed to provide a variety of spaces that cater to individuals, small groups and large crowds, as well as able to accommodate a wide range of activities and events. Attention to details shall be given to the design of street furniture, signage and landscaping and generous provision of public seating.</li> </ul>

Good Connectivity	<ul style="list-style-type: none"> <li>The proposed development is to incorporate at-grade and basement level pedestrian network offering seamless connections and delightful hill-to-river between the Fort Canning Park, MRT Station and Singapore River, and Quay-to-Quay visitor experiences between Robertson Quay and Clarke Quay.</li> </ul>
Response to Tropical Climate	<ul style="list-style-type: none"> <li>The proposed development is to take into consideration the local equatorial climate and incorporate landscaping such as open spaces, courtyards, landscape terraces and roof gardens at and above grade that will contribute to Singapore's positioning as a City-in-a-Garden.</li> <li>The building facades shall be designed to respond appropriately to Singapore's tropical climate. The facades are to be well-articulated with solid (walls)/ void (fenestration) areas (e.g. recesses, ledges, sun-shading devices, etc.) to respond appropriately to create a more human scale along the promenade.</li> </ul>
<b>Track Record – Weightage at 30 Percent</b>	
Track Record	<ul style="list-style-type: none"> <li>The track record of the tenderer / developer and design teams will be assessed based on their relevant experience, particularly in developing similar mixed-use developments with hotel component. Design team may provide relevant awards to substantiate their track record.</li> <li>The workmanship quality of tenderer's completed developments within the past 5 years based on the CONQUAS scores of these projects would be taken into consideration. Tenderers with only overseas projects may substantiate the workmanship quality of these projects with relevant international construction awards.</li> </ul>