

Q: Can DWRC tell us what environmental and survey documents from Conrail will be made available to the selected firm so we can understand depth/breadth of previous studies?

A: There have been limited environmental studies and surveys completed of the Conrail property. Conrail will share more information about those reports with the selected team further along in the process.

Q: Are subconsultants required to fill out forms in addition to the primary applicant?

A: Subconsultants do not need to fill out the Solicitation for Participation and Commitment forms, only the prime consultant should fill those out. Subconsultants should fill out the City Related Agency Disclosure form and the Conflict of Interest Disclosure form.

Q: If proposals are due Friday, July 12th, when will shortlisted teams be notified? Should teams still expect interviews the following week of July 15th?

A: The interviews for short-listed teams have now been confirmed for **Thursday, July 18 from 2:00-5:00 pm**. DRWC will notify teams as early as possible the week of July 15 but all proposing teams should hold that time for possible interviews.

Q: Does a land survey for the 6-acre site exist?

A: There is no formal survey of the roughly 6-acre parcel.

Q: What kinds of surveys are requested as deliverables (page 6)? Land, bathymetry, both?

A: A land survey/metes and bounds will be required. For the purposes of this study, we expect soundings of the river bed to determine basic depths at key locations.

Q: Can you provide more information about the extent of the environmental and geotechnical data Conrail has undertaken?

A: Conrail has limited environmental studies and surveys for their entire property. Conrail will share these reports with the selected team once they are under contract.

Q: Would a Phase 1 ESA be part of the planning study?

A: Yes.

Q: Do you require *originals* of all signed forms in the proposal, including subcontractor forms?

A: Scanned copies of signed forms are acceptable.

Q: How would you like *subcontractors* to demonstrate project experience? Project sheets, brief descriptions within their resumes, or both?

A: DRWC has no specific requirements for this and proposing teams have handled it both ways in previous RFP responses. Use any format that you feel best conveys prior project experience.

Q: Do you have MBE/WBE/DSBE percentage goals for this project?

A: DRWC will look favorably on those proposals which make the best effort to achieve or surpass DRWC's standard contractual M/W/DBE goals: 20-30 percent MBE; 10-20 percent WBE and 5-10 percent DBE.

Q: Do you have MBE/WBE/DSBE registration requirements; i.e. do firms have to be registered in the city of Philadelphia or state of Pennsylvania to count towards MBE/WBE/DSBE inclusion for this project?

A: DRWC will accept any MBE/WBE/DSBE registration.

Q: Will a survey of the pier and viaduct structure be made available to the design team?

A: There is no known survey of either Pier 18 or the structure on top.

Q: Does DRWC anticipate the need (or require) a Pavilion or structure to accommodate restrooms/concessions on the site?

A: DRWC is neither requiring nor opposed to a possible structure on the site and expects the need for and feasibility of this element to be determined by this study.

Q: To what extent of detail are you expecting the survey and inspections reports on the structural conditions of the existing rail track incline and pillars, pier platforms, and bulkheads; at a conceptual level of understanding to inform the design and usage of the pier, or comprehensive analysis to inform repair and construction? The entire fee can be spent on the engineering needs, including for instance, dives for bulkheads, pier borings, and concrete sampling. We need to understand whether engineering or community-led design effort is the priority.

A: For the purposes of this study, DRWC is first expecting a due diligence level of engineering and structural condition analysis and for recommendations of future needed assessments based upon those findings.

Q: Related to the previous question, if this is not a comprehensive engineering inspection, the final deliverable will be a conceptual design based on community input and broad stroke construction/repair estimate, not “final design and construction” as stated in the RFP. Is that what you are expecting?

A: The final deliverable will be informed by the due diligence level of assessment at the start of the process and the further understanding of the pier and related structures’ condition as discovered by the assessment.

Q: Does Conrail have an active rail line going through the site or through adjacent land nearby that may impact the study area?

A: Conrail has active rail serving the northern half of this parcel (see graphic in RFP-the area north of the yellow outlined area). The study area for this project does not extend into Conrail’s rail-served area and impacts of active rail on this site are expected to be minimal to none.

Q: Are there any limitations of building beyond the existing pier boundaries and into the Delaware River?

A: Building beyond existing pier boundaries would require review and permitting by several agencies, including the Army Corps of Engineers.

Q: Who owns the land adjacently west of the study area and is that foreseen to be developed in the future?

A: The property to the west of the study area is privately owned with active businesses and no future development plans are known at this time.

Q: Should vehicular parking be considered? Is it required?

A: DRWC is neither requiring nor precluding vehicular parking at this site and it is expected that the study will determine any possible parking needs, depending on programming recommendations. However, The Master Plan's vision for this park discouraged internal parking lots and encouraged street parking. Access to the future public space should prioritize non-automobile access to site as one of the goals of the Master Plan for the Central Delaware and DRWC's ongoing Waterfront Transit Study is to reduce car dependency along the waterfront and encourage the use of walking, biking, and public transit to access the waterfront.

Q: Are there known contaminations on the site?

A: There have been limited environmental studies and surveys completed of the Conrail property. Conrail will share more information about those reports with the selected team further along in the process.

Q: Has Conrail started gathering environmental and geotechnical data analysis of the pier structures and is that information available?

A: Conrail has performed limited studies of their entire property and any information they have will be shared with the selected team later in the process.

Q: Are there current quantitative and qualitative data on the completed waterfront parcels available (i.e. Spruce Street Harbor Park, Race St Pier, etc.)?

A: Over the last few summers, DRWC has undertaken a survey of several of its public spaces through brief intercept surveys. These surveys have asked questions about zip code, how a person traveled to the waterfront, etc. These surveys and draft reports will be shared with the selected design team. As part of the Washington Avenue Pier project, there has been ongoing monitoring of the site to determine ecological impacts of the improvements on the river and species. This data collection effort is still in its early stages and DRWC is working to expand its efforts and the types of data it collects for each of its public spaces.

Q: Will DRWC take charge of arranging/coordinating community engagement and public outreach events such as selecting date and location, community notification, flyers, website, etc.?

A: The selected team will work closely with DRWC to develop messaging and graphics for community outreach efforts. DRWC generally handles logistics around securing locations, date/time selection, and notifications through DRWC's existing website, email lists, and social media networks. It is expected that the consultant team will provide messaging and content for these notifications, as well as offer ideas for other types of novel outreach, depending on the type of public event being held.

Q: Is there a survey available? Is it expected that the design team will provide a survey for the study area?

A: There is no final survey available for the roughly 6-acre study area. It is expected that the team will work with Conrail and DRWC's counsel to develop a full metes and bounds description for the site.

Q: Are there any plans of a light rail/streetcar system being implemented along Columbus Boulevard/Delaware Ave that will go along Richmond St, potentially providing access to Pier 18?

A: The existing Route 15 serves Richmond Street. This route is currently served by a bus due to ongoing I-95 construction but will revert back to a trolley upon completion of construction.

Q: Who will maintain the site after completion? DRWC, Conrail, or the city?

A: DRWC will assume all maintenance of the site.

Q: Will the study preclude the team from pursuing the design phase?

A: No, the selected firm will not be precluded from pursuing the design phase.

Q: Page 5 of the RFP states "The selected consultant team should be prepared to identify, gather, and analyze both quantitative and qualitative data that reflects the current conditions in the area. The design plans should also be complemented by a robust set of data points regarding the environmental and physical conditions of the river and pier structures that can be used as a baseline against which to measure future improvements and include future data collection needs and strategies to advance the recommendations in the study." Is there a preferred format for data collection and analyses?

A: DRWC has no particular formatting requirements for data collection and analyses.

Q: Is the allowance for reimbursables outside of the \$275,000 project budget?

A: Yes, the project budget is inclusive of reimbursables.

Q: What level of marine inspection is desired? Please clarify the scope for marine and structural inspections.

A: For the purposes of this study, DRWC is first expecting a due diligence level of engineering and structural condition analysis and for recommendations of future needed assessments based upon those findings.

Q: Could DRWC provide some more background on the current users of the waterfront public space. The RFP lists neighbors, artists, photographers and urban explorers. Is DRWC aware of any specific community groups that are currently using the space?

A: No, DRWC is not aware of specific, organized groups that use the space. We do understand that a small substance abuse organization performs regular cleanings of the pier and DRWC would expect that this group be included in the outreach for the project.

Q: Would it be possible to review a high-level summary of the environmental and geotechnical information of the pier structures and bulkhead that Conrail has already undertaken?

A: Any information that Conrail has already undertaken will be shared with the selected team and no additional information can be shared at this time.

Q. Would DRWC consider new construction of the piers and bulkhead or is the focus on rehabilitation measures (as necessary).

A: DRWC is neither precluding or requiring any new construction as opposed to any necessary rehabilitation, though teams should remain mindful of potential regulatory requirements, and budgetary and permitting impacts of new construction in the river.

Q: In order to improve access to the site and ensure circulation in a multi-modal and safe way, the project team would coordinate with Conrail. Has Conrail been engaged in any preliminary discussions at this point?

A: Yes, DRWC has been working closely with Conrail throughout this RFP process and Conrail will continue to be involved to provide guidance and input about access through the larger study area.

Q: Have there been any initial thoughts on programming for the site? Would active recreation such as kayak rentals or the establishment of some sort of food vendors seem attractive to local users?

A: The Master Plan for the Central Delaware made some very preliminary recommendations for possible uses for this site. DRWC expects that this study will determine programming needs based on recent assessments of neighborhood demographics and potential park users.

Q: Are you requesting a full geotechnical report? If not full, what level of geotechnical data is requested?

A: The extent of geotechnical investigations/report will be determined by the design as it progresses.

Q: What are the MBE/WBE participation requirements for this RFP?

A: DRWC will look favorably on those proposals which make the best effort to achieve or surpass DRWC's standard contractual M/W/DBE goals: 20-30 percent MBE; 10-20 percent WBE and 5-10 percent DBE.

Q: Are there additional services you would be interested in being included that would not be included in the project budget, but could be added a la carte?

A: Design teams should feel free to make any additional services recommendations beyond the project budget they feel would be beneficial but teams should be mindful that additional funding to add services may not become available so all necessary work should be included in the base response.

Q: Do you or Conrail have access to an existing bathymetric survey and if not, should we include this in our proposal as part of our assessment of the river?

A: There is no known bathymetric survey. Teams should include this in their proposal if they feel it is a necessary element to perform the study.

Q: When you say the team should coordinate with Conrail to 'create a plan for multi-modal access to and circulation within the site' are you referring to the overall study area or just the 6 acre 'Primary Study Area'? Similarly, when assessing the integrity of the piers and bulkheads, should we include the entire study area or just the Primary Study Area?

A: DRWC is referring to the overall study area (the area outlined in yellow in the RFP graphic) as it pertains to multi-modal access to and circulation within the site. Only the Primary Study Area (in the red outline on the RFP graphic) should be included in any integrity assessment of piers and bulkheads as this is the only property that DRWC will manage.

Q: Is there van access to and on the pier?

A: It is possible to drive out closer to the pier should this be necessary for future work as part of this project. It is not possible to drive onto the pier itself.

*****The Pre-proposal meeting presentation and a historic Port Richmond Terminal/Reading Railroad brochure are both posted to the Port Richmond Waterfront & Graffiti Pier Planning Study project page on DRWC's website.*****