



NEW YORK CITY DEPARTMENT OF
DESIGN + CONSTRUCTION

DAVID J. BURNEY, FAIA
Commissioner

CAROL DIAGOSTINO
Agency Chief
Contracting Officer

Project: S216-404A, Architectural and Engineering Design and Construction Related Services for the New Gansevoort Marine Transfer Station, Borough of Manhattan

Pin: 8502013TR0007P

Date: August 28, 2013

Time: 10:00 AM

To: All Attendees

From: Carlo Di Fava

MINUTES OF AUGUST 28, 2013 PRE-PROPOSAL CONFERENCE

Agency Attendees:

Carlo Di Fava: Acting Director, Professional Contracts, DDC
Donna Pope: Director, Office of Contract Opportunity, DDC
James Cerasoli: Deputy Director, Office of Contract Opportunity, DDC
Frederick Douglass, RA: Program Director, Public Buildings, DDC
John Ziedonis, AIA: Administrative Project Manager, Public Buildings, DDC
Wasmiya Tan: Project Manager, Public Buildings, DDC
Walter Czwartacky, Director, Special Projects, DSNY Bureau of Long Term Export

Additional Attendees:

Attendance Sheet Attached

General

The purpose of this meeting was to present an overview of the New Gansevoort Marine Transfer Station project to prospective design team members and provide an opportunity to address any questions related to the Request for Proposal (RFP).

Carlo Di Fava discussed the following with regard to the RFP:





- This RFP is a Two Stage submission process. The First Stage submission is to include a portfolio and *Business Data Form*. Firms shortlisted in Stage One will be required to provide a more detailed Stage Two submission. Stage One and Stage Two proposal requirements are outlined on Page 10, Item D of the RFP.
- DDC will accept and respond to questions received by end of business day September 6, 2013.

James Cerasoli discussed the following with regards to the Subcontractor M/WBE Utilization Plan:

- A copy of the Subcontractor MWBE Utilization Plan was distributed to attendees:
 - Submission of the required documentation does not apply to Stage One submissions. Shortlisted firms are required to submit the appropriate forms as part of their Stage Two submission.
 - The new MWBE mandate, NYC Local Law 1 of 2013, effective July 1, 2013 are applicable to this RFP.
 - The MWBE Utilization Plan/Schedule B, provided in the RFP package, is required to be submitted.
 - MWBE minimum goals established for this project are 10%.

John Ziedonis presented an overview of the project:

- The new Gansevoort Marine Transfer Station (MTS) is part of New York City Department of Sanitation's (DSNY) Solid Waste Management Program. The building is intended to handle recyclable materials for Manhattan.
- The site is located on Manhattan's West Side, in the Meatpacking District, on the Hudson River. The site is located on the West Side of the Gansevoort Peninsula, which is located west of the West Side Highway and Hudson River Park (HRP).
- Currently, the Gansevoort Peninsula is occupied by DSNY facilities that are to be demolished. DDC is in the process of developing demolition packages for the entire site, which includes removal of: the Destructor Plant, existing Gansevoort MTS and ramp, Salt Shed and Manhattan 5 Garage. As part of the demolition activities, across most of the peninsula, approximately five feet of soil will be removed and replaced with Hudson River Park Trust (HRPT) specified clean fill.
- HRPT is planning to develop the peninsula into parkland, but a specific design is not available at this time. The new MTS, elevated roadway and access ramp design will need to be sensitive to the site and HRPT's park planning.





- The existing MTS will be taken down to its piles and the new MTS will be constructed in the footprint of the existing MTS. The locations of the MTS, the elevated roadway and access ramp are outlined in the NY State Legislature's 2008 Amendment to the 1998 Hudson River Park Act. It was noted that prospective proposers should familiarize themselves with the content and descriptions of both of these documents, which are currently available on the internet.
- The other stakeholders on the Gansevoort Peninsula site, with whom coordination will be required are: HRPT and New York City Fire Department (FDNY) Marine 1 Pier.
- FDNY maintains the Marine 1 pier at the northwest corner of the site. This facility requires uninterrupted 24/7 access. FDNY access will need to be maintained during all new MTS construction activities.
- The current site circulation pattern includes an S-curve entrance roadway, leading from the West Side Highway onto Bloomfield Street, and an exit road with traffic signal, at the south side of the site at Gansevoort Street. During the DDC's site demolition project this traffic pattern will be maintained. During the new MTS design phase, the site's traffic pattern will require review and coordination with both HRPT and FDNY to address all stakeholder vehicular circulation needs. The MTS elevated roadway and access ramp will require coordination with HRPT and FDNY vehicular circulation needs.

The following is a summation of questions and answers from the conference. The following should be considered the official responses to the questions.

Question: Are there any studies with regard to the need for replacement piles underneath the piers, of the MTS?

Answer: That would be addressed as part of the design. The New MTS construction generally would not reuse existing piles.

Question: Is there any work with the seawall that is different from the current condition?

Answer: The seawall, as part of the DDC Gansevoort Peninsula demolition project, is currently being studied for replacement.

Question: Site access will have to be coordinated with Hudson River Park and the ramp is part of the current proposal. Does the existing ramp remain?

Answer: The existing MTS ramp will be demolished and a new elevated access road and access ramp will be constructed for the new MTS. The Hudson River Park Act 2008 Amendment describes the new MTS footprint location, as well as the new elevated roadway and access ramp location. HRPT does not have a park design,





at this time. The main consideration will be the circulation pattern on site for HRPT patrons, FDNY circulation and new MTS circulation. This will be addressed by the design team and stakeholders during design.

Question: Is the 30 truck per hour a 24 hour, 7 (24/7) days a week requirement?

Answer: The 30 truck per hour criteria is what DSNY would like to achieve as a capacity of the building during its peak hours. It is not 24/7, it happens generally for a limited period of time starting around 10 -11 AM and continuing for a few hours. DSNY would like to see this 30 truck per hour requirement so that traffic on the West Side Highway is not affected. Again, the 2008 Amendment refers to general location and siting of the elevated roadway and associated access ramp. One of the important issues to be addressed during design is the interface of the bike path where it crosses Bloomfield and Gansevoort Streets. This will be part of the coordination discussions, between stakeholders, regarding site circulation.

Question: Discuss the Environmental reviews that DSNY will handle as opposed to the design team?

Answer: DSNY will perform the environmental reviews and handle permitting, such as: ULURP, USACE or permit applications with relevant State agencies. The design team will be expected to provide all necessary, detailed design information in order to support DSNY's application activities. The design team will be required to identify and implement all other applicable approval processes and permitting requirements at the local level.

Question: What is the status of demolition? Who is the Contractor & Consultant for that work?

Answer: The demolition team just made their Design Development submission. A contractor has not been selected at this time. The demolition design consultant is Syska Hennessy Group assisted by their sub-consultant team: Ammann & Whitney Consulting Engineers, PC, Langan Engineering and Environmental Services, Inc., Phillip Habib & Associates and McLaren Engineering.

Question: For the Stage One Submission, it appears that we are limited to a maximum of five (5) projects and each project is limited to a single sheet. Does that single sheet per project limit include the designer's resume or can the resumes be a separate sheet?

Answer: Resumes may be included on sheet, separate and additional to the stated single sheet per project.





Question: Is it the intent of the Stage One Submission that only the prime consultant submit projects, or are sub-consultants also be included?

Answer: Refer to Pages 8 and 9 of the RFP for submission requirement details. Stage One requires only the prime consultant submit projects, Stage Two requires submission of sub-consultant work.

Question: For the Stage One submission, would DDC consider a project that is currently under construction to qualify as an example of "...previously completed architectural projects..." and therefore acceptable to submit as work that is "...built in the last ten years..."?

Answer: The RFP states "Provide a portfolio of up to five projects built within the last ten years."

The following is a summation of questions and answers from the Office of Contract Opportunity regarding the M/WBE program.

Question: How are MWBE goals established?

Answer: DDC's Office of Contract Opportunity (OCO) reviewed project scope and anticipated project design tasks; based on this analysis, an estimate as to the amount of work that could be performed by MWBE firms is established. You may contact the DDC/OCO if you need assistance finding eligible MWBE sub-consultants in a particular field. You can also go directly to the Department of Small Business Services on-line directory of certified MWBE firms at www.nyc.gov/buycertified .

Question: Can more than 10% MWBE firms be on the team?

Answer: Yes, 10% is a minimum requirement for MWBE participation; however, a larger percentage is encouraged as a cushion/safety net to ensure MWBE requirements are met by contract completion.

Question: Does increased MWBE goal influence the submission review process?

Answer: No.





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COMPANY NAME	CERTIFIED		STREET ADDRESS CITY, STATE, ZIP	NAME OF ATTENDEE	PHONE #	E-MAIL
	MBE	WBE				
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Hardesty & Hanover			"	Dave Tuckman	646-478-8477	DTuckman@hardesty-hanover.com
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KISS + CATHCART, ARCH.			41 COURT STREET TOWER C1 BROOKLYN, NY	HEATHER MCKINSTREY	718-231-2766	H.MCKINSTREY@KISSCATHCART.COM
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"			"	Donna Walcavage	917 212-366-5600	donna.walcavage@stantec.com



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	MBE	WBE				
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CH2M HILL			39th Floor 22 Cortlandt st New York NY 10007	Nicholas Cutting	917 573 4124	Nicholas.Cutting@ch2m.com
HDR			500 7th Ave NY, NY 10018	Urs Barnett	212.542.6135	urs.barnett@hdrinc.com
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DBB Engineers + Architects			330 CROSSWAYS Park Drive Woodbury, NY 11797	TED DYTLAR	516 364 9890	TDytlar@ddb-eng.com
FR-EE			510 W 25th St NY NY 10001	FATIMAH AZZAHRA	212-242-3104	FA@FR-EE.org
GREELEY AND HANSEN LLC			111 BROADWAY NY, NY 10006	Harvey Broosky	212-693-9534	hbroosky@greeley-hansen.com
HDR INC.			500 Seventh Avenue New York NY 10018	^{15th Floor} Susan Raika	212 545-5425	susan.raika@hdrinc.com
HDR ENGINEERING			200 MACARTHUR BLVD MANHATTAN, NY 07430	KEVIN KEANE	201 529 5151 x7109	Kevin.keane@hdrinc.com



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	MBE	WBE				
Entech Engineering, PC		✓	11 Broadway, 21 st Floor NY NY 10004	Sue Bayat	6467220000	sbayat@entech-pc.com
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AFRIDI ASSOCIATES	✓		510 BROADHOLLOW RD MCWILLIE, NY 11747	SYED JAMIL	631-465-0786	syed@afridiassociates.com
IBI GROUP - GRUZEN SAMTON			320 West 13 th St. New York, NY 10014	DARKO HRELJANOVIC	212.477.0900	Darko@GRUZENSAMTON.COM
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	MBE	WBE				
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DDC				JOHN ZIEDONIS		
DDC				FREDERICK DOUGLAS.		
DSNY				WALTER Wczartacki	Wczartacki	
DDC				James	Cerasoli	

