



**L5074 – RFEI for Long Term Historic Vessel Docking at Hudson River Park’s Pier 25, 26 and 97**

**RFEI Questions and Answers**

November 1, 2019

Questions are presented below in **bold**, with *answers* from the Trust in *italics*.

**1. How many berths on the north side on Pier 25 are available for visiting vessels?**

*A. One berth will be available for a visiting/ transient vessel (docking for less than six months) on the north side of Pier 25. This is not part of the scope for this RFEI, which offers two berths on the north side of Pier 25 for long term docking.*

**2. Is dredging allowed?**

*A. Dredging is prohibited by the Hudson River Park Act except for navigational purposes. The Trust will not dredge for any historic vessel.*

**3. Hudson River Park’s “historic vessel program” is mentioned on page 12 of the RFEI. It would be helpful to make sure that all applicants are aware of HRP’s Historic Vessel Policy as well as any other explication of this program. <https://hudsonriverpark.org/assets/content/general/VESSEL2.pdf>**

*A. A relevant portion of the Hudson River Park Historic Vessel Policy for this RFEI is the Criteria for Historic Vessels, which is described in Section III, page 10 of the RFEI document.*

**4. In the past, the three berths on the north side of Pier 25 were numbered as N1, N2 and N3, with N3 being the one currently occupied by Lilac. Even if only two berths are being opened, each one must have a separate and unique identifying number since vessels are asked to give their preference.**

*A. Comment noted. The P25 berths’ annotation has been updated to N1, N2 and N3 (rather than N1/N2 as originally identified) to eliminate any confusion. Please see Addendum 1 along with the updated RFEI document showing this change on pages 5, 9, 18, 33, and 34.*

**5. Another reason to uniquely identify the berths is that they are not equally equipped. At Lilac’s current berth we have 3-phase 200-amp service, not 100-amp as at the other berths. This is different from what the RFEI says.**

*A. Please refer to Addendum 1 to the RFEI with the updated RFEI document which clarifies available electric service on page 23.*

- 6. Sewerage has always been free in past RFPs and I don't believe there are any meters installed. If this is an error, please correct. If not, and there are no meters, who has the responsibility for installing meters?**
- A. *Water and sewage forms a single charge by the City which is based on metered water usage. Selected vessel operators will not have to install separate meters.*
- 7. How many historic vessels with a food concession will be allowed through this RFEI and where?**
- A. *There are no historic vessels with a food concession permitted at Pier 25 berths N1, N2 and N3 and Pier 26 S1 berths. Only the Pier 97 N1 berth is permitted to have a food concession. The southwest berth at Pier 25 will be considered for a historic vessel with a food concession through a separate RFP – the Pier 25 Marine Facility RFP, which was released on October 24, 2019 and is available on the Park's website, at the link below: <https://hudsonriverpark.org/about-us/bids-business-opportunities>*
- 8. There is no discussion of gangway infrastructure. At Pier 25, at least, gangways are not allowed to be placed on the pier by long-term historic vessels. Will that be the policy at all three piers?**
- A. *The Trust will work with successful RFEI respondents to help design appropriate gangway infrastructure and may, under certain circumstances, help install the gangway to facilitate the operation of the historic vessel.*
- 9. There is also no indication in text or photos that there is an existing gangway and a landing installed at Pier 25 berths. For example, some vessels would find the existing gangway at the former PEGASUS berth would need to be removed to accommodate them. Whose cost and responsibility is that?**
- A. *Yes, the north middle and eastern berths (N2 and N3) have an existing gangway and landing. If required, the removal of the existing gangway and associated cost would be handled by the Trust.*
- 10. The minimum operational season of May 1 to October 31 does not take into account that most operating vessels and seasonal concessions run a shorter season or that this limits seasonal work on vessels if they are to comply. Much of the outdoor programming in Hudson River Park is already being scaled back by September. Why is the preferred season so long for vessels?**
- A. *Most operating vessels and seasonal concessions in the Park operate from May 1 to October 31, weather permitting. The Trust wishes to maximize public benefits by having an extended season. However, the Trust is willing to consider a shorter operational season if necessary. Respondents interested in a shorter season should identify the proposed season in their responses.*
- 11. Is a "Concession Agreement" materially different from the "Permit for Use of Property" that has been used for berth agreements in the past? Can a sample blank template be provided to applicants so that general terms may be reviewed in advance of application?**
- A. *Concession Agreements more accurately reflects the nature of the agreement and are typical for park properties, but the form of agreement is likely to be substantively similar to the permit. We are not able to provide a sample blank template of the concession agreement as yet since it will vary based on the program proposed at different berths.*