



Harlem River Yards Request for Expressions of Interest

Addendum #2

Release Date: January 9, 2017

The following is a list of responses to questions submitted by prospective respondents ("Respondents") to ESD's Request for Expressions of Interest dated Friday, November 18, 2016 ("RFEI") for expressions of interest relating to the Harlem River Yards. A copy of the RFEI is also available at: https://esd.ny.gov/doing-business-ny/requests-proposals.

Questions listed in this document were received following the release of the RFEI on November 18, 2016.

Table with 3 columns: #, Question, Response. Contains 4 rows of questions and answers regarding the Harlem River Yards intermodal portion, capacity, footprint, and leased property breakdown.

		<p>have restrictions related to activity adjacent to the track. CSX may be able to provide further detail.</p> <p>Easements: Between Lincoln Avenue and Willis Avenue (the development site) there are two easements, both of which are alongside the Willis Avenue Bridge; a Con Edison easement for underground power cable and a NYCDOT easement for maintenance of the Willis Avenue Bridge.</p>
5	<p>Can the HRY site program and operations schedule / plan be shared with respondents? What happens at the site on any given day/time?</p>	<p>The HRY Transportation Center has three points of entry/exit (see attached site plan).</p> <p>Lincoln Ave, which is currently used exclusively by Waste Management, is the point of entry for the delivery of municipal solid waste by commercial carters and the NYC Department of Sanitation. Solid waste is delivered to the transfer station by truck and shipped out to landfill by rail.</p> <p>Alexander Ave and Saint Ann Ave: Both Federal Express and Fresh Direct will utilize these points of entry and egress. Approximately 103 FedEx pickup and delivery trucks leave its facility between 8:30 and 9:30 AM. Trucks return after delivery to the yard in the late afternoon. Tractor trailers also deliver product from the airports. The single spine road shown on the site map serves as a connector between Saint Ann and Alexander Avenues.</p> <p>Fresh Direct will deliver product between the hours of 6:00 and 7:00 AM. During this time frame, approximately 150 delivery trucks will use Saint Ann and Alexander Avenues. In the afternoon another 150 trucks will leave between the hours of 4:00 and 6:00 PM. Additionally, Alexander Avenue will be used as a staging area for tractor trailers delivering goods to the Fresh Direct facility.</p>
6	<p>Is a survey (upland and riparian) available for the project site?</p>	<p>A survey is not available at this time.</p>
7	<p>Please provide any tenant leases and exhibits for tenants which include leased premises and end points, access easements, exclusive and common space. Of particular interest are roadways</p>	<p>Information is not available at this time.</p>

	and footings at the rail lines.	
8	Please share any traffic plans (both within the site and external) which have been developed with existing tenants.	We are not aware of the availability of coordinated traffic plans developed with existing tenants.
9	Are there geotechnical / soil reports available?	The environmental information available at this time is the EIS that is included with the RFEI.
10	Is the soil contaminated?	The environmental information available at this time is the EIS that is included with the RFEI.
11	Are there Environmental Phase 1 and 2 reports?	The environmental information available at this time is the EIS that is included with the RFEI.
12	Can a developer build directly on top on any part of the intermodal, or does it have to be a deck?	The goal of the RFEI is to solicit ideas that will advance public policy goals and maximize economic benefits to the State of New York with the least economic and environmental risk to the State while preserving the current intermodal footprint. If there are creative ways of preserving the intermodal, respondents are encouraged to propose feasible alternatives, however the baseline assumption is that a deck or platform would be built over the entire site. Please note that if an alternative is proposed, a cost estimate for that deck should be proposed in addition to a cost estimate for the baseline assumption.
13	Is anything expected to change with regard to the intermodal and rail tracks? Is there anything specific you're looking for in proposals? Are there more tracks being anticipated?	Preserving the intermodal is a key development objective of this RFEI that Respondents need to address. There are currently provisions for a second loading/unloading track between the two concrete pads, where a single track currently exists. DOT is unaware of any other plans for additional tracks at this time. DOT notes that over the life of the overbuild, DOT reserves the right, for itself and its tenants and subtenants, to add, remove, or reconfigure tracks, roadways and other surface features to serve the yard's primary transportation purpose.
14	Do diesel or electric trains use the yard?	Diesel trains.
15	Who is expected to pay for the deck?	Respondents should assume that a developer would be responsible for the cost of a deck. Respondents are welcome to propose feasible alternatives, provided that any proposal addresses the development objectives outlined in the RFEI,



		including preserving the intermodal footprint.
16	What are the uses and transportation surrounding the site?	Please refer to the RFEI for a summary of the site context.
17	If teams do not submit for the RFEI can they later submit during the RFP process? Or is the RFEI a prequalification for the RFP?	The RFEI is designed to help frame a future RFP. An entity that does not respond to the RFEI may still put in a bid responsive to an RFP. Likewise, an entity that does respond to the RFEI is not guaranteed to be selected under an RFP, even if the RFP was greatly influenced by their RFEI proposal.

