

## **ADDENDUM #6: Request For Proposals for the Preservation and Redevelopment of Governors Island – Questions and Answers; Additional Information**

*Posted: May 1, 2006*

*PLEASE CHECK THE GIPEC WEBSITE, [www.govisland.com](http://www.govisland.com), FOR ANY ADDITIONAL ADDENDA POSTINGS.*

- 1) **Q:** Are there any drawings for the buildings on the south island? What about Building 702?  
**A:** All available plans can be accessed through the designated vendor. To access the website for the vendor, registered Respondents should follow the directions in RFP Section 10.6 “Available Governors Island Plans”. Respondents will find plans for buildings on the South Island in folders listed as “Cabinet 8” through “Cabinet 14” and the miscellaneous folders. Plans for Building 702 are available in the folder marked “Cabinet 8”. Please note that buildings on the South Island were not built according to the New York City building code, and are not fully ADA compliant.
  
- 2) **Q:** Where would the vehicle ferry connecting Brooklyn and Governors Island dock on the Island?  
**A:** You can assume for purposes of your proposal that there will be vehicular ferry access from Brooklyn. GIPEC’s task of preparing the Island for development will likely involve the construction of one or more additional vehicle ferry landings. Where the landing(s) would be located will depend on the proposals that GIPEC receives. Respondents should discuss their transportation and access needs and solutions / locations in their proposals. On the Governors Island side, it is likely that the landing or landings would be located between Yankee and Lima piers. Tango pier, between Lima and Yankee, will likely be removed.
  
- 3) **Q:** What is the condition of the piers?  
**A:** You can assume for purposes of your response that sufficient piers will be provided on Governors Island to handle the vehicular and passenger requirements of the Island as fully redeveloped. The conditions of the individual piers are described below. Lima pier requires work but is in fundamentally good condition. Tango pier has been condemned. One arm of Yankee pier was damaged during the tenure of the U. S. Coast Guard, and has remained this way. Omaha dock is sinking into the water. The National Park Service dock #102 requires repair and the National Park Service is currently seeking funding for such repairs. Pier 101 is in operation and will receive repairs from GIPEC. Soissons dock has already had a million dollars invested in its repair and

maintenance but it will continually need maintenance work. Slips 6 and 7 in the Battery Maritime Building will receive repairs by GIPEC and NYCEDC as part of their capital programs. Please see Appendix O, "Preliminary Transportation Plan," for more information. Also see Section 5.1 for the RFP for more information on Transportation and Access.

- 4) **Q:** Should we assume the existence of a temporary pier while the others are being reconstructed?  
**A:** If necessary for the project, GIPEC and/or Respondents may include temporary construction barges for the demolition and construction phases of their development projects. Overall, the more points of arrival, matching the numerous possible points of departure in the metropolitan area, the more successful this project is likely to be. GIPEC and the National Park Service are seeking temporary docking capacity on the Island. And in fact, GIPEC has a floating dock.
- 5) **Q:** What is your expectation in regard to the use of piers on Governors Island next year, such as bringing in vessels and research vessels in the summer? Would small ships have access to the Island? I'm from CUNY and was considering bringing an already existing vessel to the Island for research.  
**A:** You are proposing an interim use, which is considered separately from permanent future uses on the Island. Subject to environmental review, interim uses can take place while overall planning for the Island is going on. Interim use proposals for vessel access should be directed in writing to GIPEC to the attention of Peter Fleischer, Sr. VP Operations. Please include the specifications of the vessel. Should your interim use proposal be accepted, GIPEC would work with you to coordinate the technical aspects of berthing at GIPEC's floating barge.
- 6) **Q:** Do you currently have a floating barge that you will be using?  
**A:** Yes, GIPEC owns a floating barge. It is currently undergoing repair.
- 7) **Q:** If I had access to another floating barge, would you be interested?  
**A:** If that floating barge is part of your RFP proposal, please include it in the proposal. If it is not and would not be considered by GIPEC under the RFP process, you may contact us separately to discuss it.
- 8) **Q:** You have discussed the possibility of a temporary dock on the Governors Island side. Will there be a similar dock on the Brooklyn side to allow transport of materials to the Island?  
**A:** The piers on the Brooklyn waterfront directly across from Governors Island are currently controlled by Port Authority of New York and New Jersey. GIPEC

has spoken to the Port Authority of NY and NJ and to the New York City Economic Development Corporation (NYCEDC) about Governors Island's needs for transportation access and warehousing on the Brooklyn waterfront. GIPEC anticipates continued cooperation from those other public agencies on meeting those needs, subject to appropriate environmental review and public approvals processes. Respondents should make their assumptions about access requirements (both on-Island and off-Island) explicit in their proposals to provide clarity to GIPEC and NYCEDC.

- 9) **Q:** So we would have access to the Brooklyn waterfront during construction?  
**A:** GIPEC is considering the possibility of conducting much of the deconstruction and construction by barge. Such barges could be unloaded in New Jersey, Staten Island, Brooklyn, or another place. GIPEC would work with Respondent Teams to identify the best locations, but that location or locations will not necessarily be in Brooklyn. It will be subject to discussion and approvals.
- 10) **Q:** Will Tango pier be rebuilt?  
**A:** GIPEC does not foresee rebuilding Tango pier. It was built to serve U.S. Coast Guard needs – certain styles and sizes of Coast Guard vessels - and will not accommodate many of the other kinds of boats in New York Harbor.
- 11) **Q:** How many piers do you envision in the long term?  
**A:** The number of piers will depend on the nature and scale of uses on the Island. That having been said, our preliminary estimate at this time is approximately five to seven piers at full-build out. Soissons dock will continue to exist, as will Pier 101 and the National Park Service pier. There will likely also be a pier for the floating dock and a pier that will serve as the second vehicle landing. Depending on demand we could add one or more additional passenger or vehicular ferries. Finally, a pier for berthing historic vessels, and/or a small landing for kayaks or other small recreational vessels could be built as well.
- 12) **Q:** Will your ability to reconstruct piers be limited to the footprint you're removing?  
**A:** GIPEC's ability to reconstruct and add new piers will be subject to the appropriate approvals (NYS Department of Environmental Conservation, etc.) The approving authorities consider various factors such as existing square footage, proposed new square footage, proposed use, and mitigation. GIPEC is not necessarily limited in new pier construction to the amount of old pier footprint being removed. One option that would be available to GIPEC would be to break the seawall to create an inland wetland or other water conservation feature. In addition to the quantities of old pier footprints being removed, this type of alteration could factor into the approvals for new pier construction.

- 13) **Q:** What is the depth of the water near the piers?  
**A:** Please refer to Appendix M, "Hydrographic Survey at Tango, Lima and Yankee Piers," for information on depth around these piers. To generalize, depth begins at approximately four feet near the seawall and then slopes in a varied fashion.
- 14) **Q:** In regard to infrastructure, we know that GIPEC will be responsible for some of the costs. Please elaborate further.  
**A:** GIPEC anticipates that in the future, it will receive funding sufficient to provide utility infrastructure labeled the responsibility of GIPEC in Appendix G. Please see Appendix G, "Preliminary Utility Master Plan Report for Governors Island," for more detail. The allocation of all other infrastructure costs for the redevelopment of the Island will depend on the financial aspects of proposals as well as the nature and scale of uses GIPEC selects for the Island.
- 15) **Q:** In regard to utilities, should we state the assumptions we are making?  
**A:** Yes. First, please refer to Appendix G, "Preliminary Utility Master Plan Report for Governors Island," which lays out the general proposed locations of different utility systems and outlines who will bear responsibility for various parts of these systems. These plans should be the basis for assumptions made in your proposal. Please make explicit any and all other or additional assumptions you make in regard to infrastructure in your proposal.
- 16) **Q:** What are the conditions on the south end of the Island as far as elevation and floodplain?  
**A:** Please see Appendix L, "Governors Island Floodplain Map." Also see the topographic survey of Governors Island. It can be ordered from GIPEC's designated vendor, as outlined in section 10.6 of the RFP. Once you are on the vendor's website, you can find the survey by opening the following:  
Project: "Governor's Island"  
Folder: "Misc. On The Floor"  
Subfolder: "ROLL #2"  
The survey is called "General Site Maps" and includes a cover page plus 16 pages (for a total of 17 pages). Also see section 10.6 for instructions on how to order the survey from the vendor. Generally, elevations on the South Island vary up to 4 feet (+/-).
- 17) **Q:** Given that the Island is close to sea level, are there recommendations for constructing buildings on a higher grade?  
**A:** GIPEC will require that all construction on the Island comply with the New York City building code. Requirements, if any, concerning flooding and construction, from your insurance company may also apply. When putting together your proposal, you should consult with the appropriate engineers,

designers, insurance specialists, etc. for recommendations specific to your proposal (raising floor levels, berming, etc.). See also Appendix E, Section 2.1.2 “Waterfront Esplanade”.

18) **Q:** Given that the southern end of the Island is landfill, has there been testing for contamination in the landfill?

**A:** GIPEC has conducted soil borings throughout the Island. A resulting report, “Geotechnical Structural Borings Report (February 2006)” is available on the GIPEC website as Addendum 3 to this RFP. Also refer to Appendix N, “Geotechnical Historic Data Report, Governors Island (December 2005)”. The federal government conducted an environmental investigation and performed all necessary remediation of hazardous substances prior to the transfer of the Island property to GIPEC, in accordance with the requirements of the Comprehensive Environmental Response, Compensation, and Liability Act (“CERCLA”). In addition the federal government included a CERCLA covenant in the deed to GIPEC which provides that if additional hazardous substance contamination is discovered on the Island property, the federal government will remediate such contamination, at its cost, in accordance with the requirements of CERCLA. To safeguard the excavation process in regard to unexploded ordnances (UXOs), it is necessary to use a magnetometer during excavation (see also Question #19).

19) **Q:** Will GIPEC restrict any uses on the Island based on the knowledge that unexploded ordnance (UXOs) may be present?

**A:** No. There is a procedure promulgated by the federal government for excavation in areas possibly containing with UXOs. The actual additional costs the UXO procedure will add to future excavation work will depend on the location and scale of the proposed work, but GIPEC has been using a rule of thumb for construction in the Historic District that involves excavation – that scanning for metals to guard against UXOs adds approximately 10% to the cost and 10% to the time for that construction activity. Precautions must be taken whenever trenches are being widened; working within existing trenches does not require scanning for UXOs. Because of the historic patterns of land use on the Island, the probability of UXOs existing on the southern end of the Island is vastly lower than it is in the Historic District, but the probability is not zero.

20) **Q:** There has been a lot of discussion about a gondola. Please elaborate.

**A:** An aerial gondola from Brooklyn and Lower Manhattan to Governors Island is an idea under consideration as a means of addressing the transportation challenges faced by Governors Island. The aerial gondola could be a solution that provides immediate, continuous access to the Island without waiting, and is also a form of transportation that could accommodate peak hour demand and alleviate congestion. An aerial gondola would always be in addition to

passenger and vehicular ferry service and water taxi service to the Island. It is desirable to offer people different transportation options. As for financing, GIPEC is awaiting the results of the RFP to see whether the development community has an interest in the aerial gondola. Financing remains to be determined. There is some indication from similar projects in other cities that a tourist based financing model would allow such a project to be built on a self-financing, profit-making basis.

21) **Q:** What is the projected capacity of the gondola?

**A:** According to Santiago Calatrava, each leg of the gondola could carry up to 3,000 people an hour for a total of 6,000 per hour. This capacity is a theoretical maximum. More analysis would need to be done to determine an actual operating capacity, but it might be more in the neighborhood of 2,200 people an hour for each of two legs (Brooklyn to the Island, Manhattan to the Island).

22) **Q:** So the gondola would extend to Brooklyn?

**A:** Yes, that is an important component of its design. Such a configuration would make Brooklyn commutable to Wall Street and connect people from Manhattan to Brooklyn Bridge Park. An aerial gondola has the potential to serve as both a means of transportation and a tourist attraction.

23) **Q:** Is there information about the gondola available online?

**A:** There is information contained in the February 15, 2006 press release, ([http://www.govisland.com/Press\\_Room/02-15-06redevrfp.asp](http://www.govisland.com/Press_Room/02-15-06redevrfp.asp)). Renderings of the gondola can be found in the presentation for GIPEC's most recent Public Information Session, found at <http://www.govisland.com/PDFs/PresRFP/march15show/infosessionshow.asp>. To request images of the gondola, please contact GIPEC at [DevServ-GIPEC@empire.state.ny.us](mailto:DevServ-GIPEC@empire.state.ny.us).

24) **Q:** There have been many previous plans for Governors Island. Will it really happen this time?

**A:** You are correct that there have been numerous ideas and plans for Governors Island. What separates this process now is that this is the first time that GIPEC has issued a Request for Proposals with a conditional designation opportunity. The conditional designation is key. We are no longer looking for just ideas. We now want detailed specific proposals for the Island as described in the RFP document. We are very hopeful that the proposed future uses for Governors Island will be decided shortly and then implemented after completion of environmental review and our master plan. Provided we get good RFP responses, it is our plan to choose the best proposals and execute conditional designation letters with winning proposers by the end of this year. Next, we will

quickly review some of the background work we have performed as a further demonstration that GIPEC now has the knowledge and understanding of the Island both to choose the best combination of uses for the Island but also to provide all necessary information to allow interested parties to make informed, detailed and specific proposals for the Island.

Following the turn over of the Island from the federal government, GIPEC initiated and completed much pre-planning work– analyses of existing conditions for transportation, infrastructure, and buildings; and planning and market studies. GIPEC conducted the Request for Proposals of Expressions of Interest in 2005 and received many interesting and positive responses. GIPEC also developed conceptual options for the Island to test certain land uses, infrastructure plans, and financial models. The General Project Plan was approved by the GIPEC and ESDC Boards. At this point, certain pre-planning and due diligence has been completed. Finally, there exists political will – both the State and the City are very committed that this is the time to develop Governors Island. GIPEC has received significant commitments of funding for certain infrastructure and capital cost needs.

We strongly urge any potential respondent interested in Governors Island to submit a response on or before the May 10 deadline. It is our intention to conditionally designate proposers based on this solicitation. Potential respondents that choose not to submit proposals will not only lose the chance at conditional designation from GIPEC, but also run a substantial risk that their proposals or ideas for the Island will never be reviewed or considered by GIPEC.

25) **Q:** Could you discuss reconstituting of teams?

**A:** GIPEC reserves the right to form or reconstitute a Respondent Team (see Section 13.2 “Right to Form Respondent Teams”). This clause is standard procedure. It allows GIPEC to remove a team member with whom it declines to proceed or with whom it has had a bad experience. It is also intended to give GIPEC control over who is ultimately a partner in redeveloping the Island. GIPEC wants to ensure that Governors Island is redeveloped with the best possible uses and mix of uses. We want to ensure that development on the Island is cohesive and that development teams coordinate their development plans. Accordingly, we reserve the right to request substitutions in Respondent Teams. This having been said, GIPEC recognizes that entities will have put in a lot of work forming teams and that certain synergies may be present in the composition of such teams. Accordingly GIPEC does not intend to make team substitutions prematurely or arbitrarily or without careful consideration of the reasons for initial team formation and synergy.

26) **Q:** What sort of projects will GIPEC undertake in the next several months with capital money?

**A:** In the first three years of GIPEC's operation, we completed three million dollars worth of capital work. Now GIPEC has received \$30 million and is expecting the City and State budgets to provide another \$45 million in this calendar year. With this new capital money, we are doing the following: 1) envelope stabilization in historic buildings – this includes repairs that must be completed now to prevent more expensive repairs in the future; 2) infrastructure repairs – in order to prevent deterioration and unnecessary outages; 3) marine infrastructure; 4) limited environmental remediation; 5) a conditions assessment of all water and sewer pipes in order to determine what needs to be replaced; and 6) design of future infrastructure. The bulk of the \$75 million of capital money will be used to shore up existing historic structures. Approximately \$8 million will be used to design infrastructure for the upcoming development.

27) **Q:** Where do you anticipate your tidal beach or wetland being located?

**A:** GIPEC is not considering a tidal beach or a wetland at this time. Respondents are free to suggest either of these elements for the Island. After review of RFP responses, GIPEC may choose to implement these or other elements as part of its master plan for the Island. Please see Appendix E: Design Objectives for Buildings and Landscape, Section 3.2.5 "Alterations to the Seawall and Piers" for more information about potential inland water bodies, including wetlands, and potential locations.

28) **Q:** What's your priority with the City as to tax generation?

**A:** Please see Section 8.5 of the RFP for details on the tax obligations for development on the Island. GIPEC-owned land is not subject to New York City real property taxes and certain sales and mortgage recording taxes. However, the successful Respondent(s), as tenants under long-term ground leases, will be required to make payments in lieu of real estate taxes (PILOT), payments in lieu of certain sales taxes (PILOST), and payments in lieu of certain mortgage recording taxes (PILOMRT) which may or may not reflect a discount from full taxes that would otherwise be payable but for GIPEC's ownership of the land. For the purposes of your proposal, state explicitly the amount of PILOT, PILOST, and PILOMRT you are assuming. If it is less than the full amount of the relevant tax, indicate the difference. The City and State will come to an agreement of the magnitude of PILOT, PILOST, and PILOMRT payments and how they will be distributed.

29) **Q:** In the Addendum #5 Q&A document from April 14, Question 32 states that GIPEC wants to see sufficient evidence of financial wherewithal in the proposal.

What does that mean? What elements would that include? I am asking as a NYC public school that is a public institution.

**A:** Please see Section 8.1 of the RFP for details about the content of the financial proposal. Letters from funding sources or lenders should be included, if applicable, as well as the sources, types and terms of all sources of equity and financing. As we have stated before, GIPEC is not just looking for ideas at this point. Of course we want great uses for the Island, but we also want proposals from entities that can demonstrate to us that they will have sufficient equity and/or debt to fully implement the proposal they are making to us. We understand that you won't have all the financing for your project, such as signed commitment letters from lenders, finalized at the RFP stage. Nonetheless, you should include as much as information and documentation you can to prove to us that you have the financial wherewithal to bring the project to completion.

30) **Q:** Do all sections and subsections of the RFP need to be labeled with tabs?

**A:** Such tabs were not required in the text of the RFP. However, to make for an efficient evaluation process, we ask you to organize the proposal clearly, and with tabs if possible.

31) **Q:** Do you have any updates on the master planning study going on now?

**A:** GIPEC has hired EDAW, Inc., working with DMJM Harris and other subconsultants, to develop a master plan, create design guidelines, and provide other planning and engineering support. A conceptual master plan will be formulated later in the RFP process, based on short-listed proposals. The conceptual master plan will then be further developed and refined into a reconciled master plan.

32) **Q:** Why are there UXOs (unexploded ordnances)– was there ever an exchange of fire or are they an accident, in which case what kind of UXOs are they?

**A:** Please refer to Section 7.4 of the RFP, "Sensitivity to Historic Ordnance-related Activities." Governors Island was an active military base for over 200 years. Unexploded ordnances (munitions) have been encountered in the past on Governors Island, and the potential exists that ordnances may be found in the Historic District or South Island in the future. GIPEC has developed a set of precautions that should be taken during construction, which may include oversight by an ordnance specialist during excavation. GIPEC does not have a catalog or map of UXOs.

33) **Q:** Would the sewer upgrades be done by the City and State, or by individual Proposers?

**A:** Please see the single line diagrams in Appendix G, "Preliminary Utility Master Plan Report for Governors Island," for more detail.

- 34) **Q:** Are you planning to increase the capacity of utility infrastructure?  
**A:** The future utility infrastructure needs of Governors Island will depend on the ultimate types and scale of development on the Island. Upon selection of the Successful Respondent(s), GIPEC will determine how best to accomplish the infrastructure upgrades necessary to support the long-range development of the Island. As stated in the RFP, or purposes of responding to the RFP, Respondents should expect that utilities with adequate capacity to support their Proposals will be brought, at GIPEC's expense and depending on utility, to one location, two locations, or in a spine that generally runs north-south on the Island for distribution by Whole-Island and/or Component Developer(s). Capacity is already adequate for certain systems, such as the sewer system. See Appendix G for more detail on both GIPEC's obligations as to specific utility systems and the capacities of such systems.
- 35) **Q:** When would you anticipate completing upgrades of these utility systems?  
**A:** In the next year and a half, we will continue providing critical repairs and maintenance to all systems. In 2007, we will begin design for the utility infrastructure upgrades once we have a better sense of the overall development plan and master plan. GIPEC has already budgeted for the design of infrastructure and will begin the process later this year. The magnitude and staging of proposals GIPEC receives in response to the RFP will inform the roll-out and schedule of infrastructure upgrades.
- 36) **Q:** But when we finish construction, will the utility infrastructure upgrades be done?  
**A:** GIPEC understands that infrastructure upgrades need to be completed as early as possible in the process to allow designated developers to complete construction of their projects in a timely manner. GIPEC's goal is to coordinate the timelines for anticipated need and the upgrade work so that services would be available as needed and to do as much design work as early as possible. However, it not possible for GIPEC to put forward a hard date for the completion of the work. Our schedule, including construction timelines, is subject to environmental review and it is also part of a public process. For the purposes of your proposal, you should tell GIPEC your assumptions about timing and your required service dates.
- 37) **Q:** I heard that there may be talk about extending deadline. Is that true?  
**A:** The submission deadline of May 10, 2006 has not been extended.
- 38) **Q:** What is your vision in terms of what will be on the Island in the interim of construction?

**A:** Interim uses will depend on the types of proposals GIPEC receives and then carries forth, as well as the phasing and staging of construction. GIPEC has listened to community groups and realizes that if build-out on the Island is to take a number of years, we will want to provide, where feasible, certain public access during that period at times and locations that will not hinder or slow down construction on the Island. The long-term redevelopment of the Island is a critical mission for GIPEC, and so construction will remain the priority. GIPEC will have to balance these demands. Further information on GIPEC's current interim use activities and programs can be found on the GIPEC website at [www.govisland.com](http://www.govisland.com).

39) **Q:** Will component proposals receive the same treatment as whole Island proposals?

**A:** GIPEC has established no preference for one type of proposal over another (Whole-Island, Component, or Leasing). All proposals will be reviewed according to the same procedures and relevant criteria, and GIPEC encourages each kind of Proposal for the Project Area.

40) **Q:** Is there any chance to take a quick a walk to Building 12 today, before the ferry leaves? *(this was a question from the April 18 question and answer session on the Island)*

**A:** We try to accommodate all requests for site visits to the extent practicable. We cannot accommodate a spontaneous request for a building visit today, on such short notice. Please send an email to [DevServ-GIPEC@empire.state.ny.us](mailto:DevServ-GIPEC@empire.state.ny.us) with your request, give us a few days notice to make arrangements, and we will try to honor your request at a mutually convenient time.

41) **Q:** Is it safe to say that you're using Innovation Island as a standard?

**A:** No, not at all - there is no preferred master plan scheme. The conceptual models which GIPEC developed (including Innovation Island, among others) were illustrative of potential uses and configurations, but do not represent any development preferences or standards. What you may be thinking of is that we have said that we used Innovation Island as a model. You obviously need to assume some level of activity as a starting point to analyze future infrastructure and transportation needs for the Island. Innovation Island was chosen for this analysis because we wanted to understand what infrastructure and transportation demands would be implicated by a substantial build-out of the Island. GIPEC will develop its Master Plan for the Island based on winning RFP proposals. To reiterate, Innovation Island was used to test assumptions only and does not represent any favored development plan by GIPEC.

42) **Q:** What are the parcel boundaries for Buildings 309 and 293 – and boundaries, incl. the tennis courts / Building 702??

**A:** Parcel boundaries have not been delineated around each building. Respondents should make proposals for buildings and open spaces as needed for their projects, and indicate such boundaries in their plans and drawings.

43) **Q:** Since we are responding to the RFP as a master developer, we are putting in our operating budget items such as security, landscaping, roof repairs, insurance, etc., items that are currently in GIPEC's operating budget. At buildout, what line items do you anticipate GIPEC's operating budget will retain?

**A:** See Section 8.6 in the RFP - all successful Respondents will be required to "participate in the funding, administration, and management of Island operations, including transportation, public open space, infrastructure and common area maintenance, as well as leasing, potentially in collaboration with GIPEC, for a minimum specified number of years to be determined later." A mechanism will be established by GIPEC to equitably and properly allocate ongoing Common Area Maintenance and other charges. It is GIPEC's intention that except for any buildings GIPEC would control, that once the Island is fully built-out that all the ongoing operations costs of the Island would be paid for by the users of the Island. GIPEC would pay its share of such Island operating costs for any of its buildings on the Island to the same extent as any other users on the Island. The exact line items and allocation methodologies remain to be determined. Please state your assumptions clearly in your proposal.

44) **Q:** Additionally, would you please provide details of GIPEC's anticipated Environmental Impact Study - i.e. what type of assessments and characterizations are planned or contemplated, what is the timing, funding anticipated, etc. ?

**A:** Please refer to the information contained in the "Request for Proposals: Environmental Consulting Services: Governors Island, New York City" available as of May 1, 2006 on the GIPEC website [www.govisland.com](http://www.govisland.com) on the "Planning and Development: Open RFPs / RFQs / RFEIs" page. See also Section 13.5 of the RFP "Respondent Cost Reimbursement Obligation".