

Request for Qualifications
EAST GREENWICH WATERFRONT MASTER PLAN
A Vision for
Improving Properties Along
Greenwich Cove
March, 2020
East Greenwich, RI 02818

Project Area is specific to waterfront properties
between Division Road at the north end
south to Forge Road

I. Project Description

Over the last several years, the East Greenwich Cove Management Commission (“CMC”) has worked in conjunction with Town Professional Staff to advance ideas for improving the Town’s underutilized waterfront. The CMC requested assistance from the Town Planning Board in the Fall of 2016 and held several joint workshops, including a boat tour of the Cove, to formulate a recommendation to the Town Council for developing an East Greenwich Waterfront Access and Enhancement Plan (“Waterfront Plan”). The Town Council has programmed a small amount of money to start this process with a concept plan or broad framework that can evolve and expand over time.

The waterfront has the potential to greatly enhance the Town as a whole and augment the experience of living here for all residents. In order for its potential to be fully realized, certain land uses should likely be terminated and new water-based land uses beneficial to the Town’s residents should be pursued. The Town needs to take full advantage of its most valuable and unique assets, the waterfront being chief among them. A cohesive Waterfront Plan should lead to enhanced use and enjoyment of the waterfront for Town residents and visitors and should make the waterfront a year-round destination while generating much-needed revenue for the Town.

Although the Town’s waterfront runs from Division Street at the Town’s northern boundary to the southern tip of Scalloptown Park, certain parcels should be prioritized in the Waterfront Plan. These are the existing municipally- owned properties totaling approximately 950’ of Cove frontage, specifically:

- 21 Crompton Avenue, being Map 75 AP 3 Lot 247, and
- 78 Crompton Avenue, being Map 75 AP3 Lot 245.
(see attached Map A, existing conditions, for reference)

21 Crompton Avenue (Lot 247) is currently comprised of the Barbara Tufts Playground, the London Street Coastal Resources Management Council right of way, the Town’s Waste Water Treatment Facility (“WWTF”), the Parks & Grounds Department building, and the Transfer Station.

78 Crompton Avenue (Lot 245) consists of a Town owned boat ramp and dock, a state-funded ferry dock, a parking overlook, concrete steps, and dinghy racks.

The establishment of an East Greenwich Waterfront Access and Enhancement Plan that includes an assessment of the above-described components is extremely important to the future of our Town. Such Plan shall be prepared with input from Town Departments as well as the Cove Commission and Planning Board who will advance a final draft to the Town Council for adoption. We believe this effort is important for the following reasons: (a) the Plan empowers the Town to improve the quality of life for its residents significantly; (b) The Plan will cohesively address appropriate waterfront and water-dependent land uses thus yielding superior facilities that are better located and managed; (c) the waterfront would be dramatically enhanced following plan implementation so as to become a year-round destination; (d) the enhanced waterfront could generate additional revenue for the Town; and (e) better integration of the waterfront district with the Main Street commercial corridor will be possible as a result of an integrated and proactive planning process.

II. BACKGROUND

The Waterfront has been addressed as a neighborhood element of the Community Comprehensive Plan for many years. The Plan calls upon this area of Town to be focused upon as both an economic asset with potential to be a destination, and as a natural resource with possibilities for expanded recreational amenities, both passive and active. It is important to note the waterfront sits adjacent to the Town’s most dense residential neighborhood which presents both challenges and opportunities. The waterfront area is discussed in no less than five chapters of the Comprehensive Community Plan as excerpted below:



From Chapter 7, Economic Development

WATERFRONT

The East Greenwich waterfront is defined as the area east of the railroad tracks between Division Street at the north and the outlet of the Maskerchugg River at the south end. This

area borders on Greenwich Cove, one of the most protected harbors of Narragansett Bay. The East Greenwich waterfront is not large compared to the shorelines of other towns on Narragansett Bay, but its location, proximity to downtown and popularity among boaters and restaurant owners, makes it an important economic engine for the Town.

In 1837, a railroad was constructed between Providence and Stonington, CT. It was routed, at the insistence of the town, along the East Greenwich waterfront. This railroad line with a double-access stone bridge on King Street is the major barrier separating the residential neighborhood and Main Street from the waterfront. With the elimination of all grade level crossings by the RI Department of Transportation (RIDOT) in 1988, the railroad further separates the waterfront into a distinct district. Grade crossings at Division Street, Queen Street, London Street, Bridge Street and Rocky Hollow Road have been closed.

Existing land use in the waterfront include: the East Greenwich Yacht Club with its large areas of parking and boat storage, extensive docks and mooring field; three marinas; four restaurants with liquor licenses; several offices (some of which are waterfront related); institutional functions; a large multi-unit apartment complex (in a restored mill building); a large geographically isolated district of historic single family homes; a sewage treatment plant; several street and access ways; an abandoned land fill and developed and developing municipal parks (one of which is a boat ramp, the other a tot lot/picnic area). There are multiple paved and unpaved parking lots, particularly between London and Division Streets.

This mixture of land use raises a number of issues and concerns:

- The range and mix of land use suggests and represents conflicting uses, many of which are not water-related.
- Vehicular access to the waterfront from residential neighborhoods to the west is now constrained to Rocky Hollow Road and King Street. Pedestrian access is from the residential neighborhoods provided at King Street, Rocky Hollow Road and London Street. All of these access ways are poorly designed or remote.
- Pedestrian access to the cove along the waterfront is accommodated by town-owned street ends at Division, Long, London, Bridge Streets and Rocky Hollow Road. Three waterfront restaurants have built access ways to the cove with permits from the CRMC provided the docks are available to the public. The town-owned land at the sewage treatment plant and municipal boat dock retains frontage on the cove that is accessible to the public. Improvements on land south of London Street adjoining the sewage treatment plant, which include a park and pathway along the cove to connect the park with the boat ramp will provide additional public access. This is part of the proposed linear park system.

- Parking associated with specific land uses is not adequate. These uses include Milt's Marina, Twenty Water Street and The Warehouse Tavern (now BLU), The East Greenwich Preservation Society, and 100 Water Street. Other uses, including the East Greenwich Yacht Club, Shore Mill Condominiums, and the Veteran Firemen's Hall appear to have adequate parking.
- A concern of users of the cove, both for recreational and commercial shellfishing is the amount of pollution resulting from the increased demand in moorings and docking facilities. In cooperation with Warwick, the town should set a cap on the number of moorings to be determined by the Interstate Shellfish Sanitation Conference formula per the Harbor Management Plan. A marine sanitary pump-out facility is operational at the Yacht Club. The pump-out is connected to the municipal sewer system. The Cove is a designated no discharge area.
- Shell fishing is a viable, traditional economic activity with a base of operations in East Greenwich Cove. Over 100 quahog skiffs are operating out of two principal locations. Shell fishermen, principally of quahogs, do not have a permanent land base. Their existence may be jeopardized by CRMC mooring regulations and changes of ownership and land use of waterfront dock and mooring facilities. The economic vitality of this traditional and valuable water-dependent use is subject to influences which can be minimized by policy that ensures the retention of docking facilities and supporting land use. One way to stabilize the shell fishing industry is to promote sea food processing and aquaculture in conjunction with the University of Rhode Island Oceanographic Institute.

In 2005, a detailed waterfront development plan was proposed but never implemented. This is briefly touched upon in the Harbor Management Plan which contains policies for land and water use on the cove.

Incentives for particular types of waterfront development should be considered to promote water dependent uses with low volume parking requirements. Incentives may also include government funding sources for economic development aid, town-funded capital improvement projects and initiatives in concert with the waterfront plan.

Waterfront goals and policies, developed from extensive community participation before and during the Comprehensive Plan development process are:

- Improved public access to the cove, both visual and physical.
- Water dependent uses should be encouraged as a priority over non-water dependent uses.

- Innovative solutions will be required to solve the problem of inadequate parking on the waterfront. Sufficient parking facilities should be required of new development projects and should be planned in accordance with the detailed master waterfront development plan.
- The commercial shell-fishing industry is a vital and historic waterfront activity which generates a significant economy and is beneficial to the town and the state. Every effort should be made to ensure this activity has a permanent home on the waterfront. Every effort should be made to ensure that this industry does not decline.

Concept Plan [Note: the East Greenwich Waterfront Management Plan, as anticipated herein, is expected to ultimately replace this section of the Comprehensive Community Plan (CCP) in its entirety. It is the Town's intention to adopt the Waterfront Plan as a neighborhood element of the CCP.]

The goals and policies generated by the community have been incorporated into the Waterfront Plan. This Plan includes the special policies and guidelines of the Rhode Island Coastal Resources Management Council for Greenwich Cove.

The following are the key development recommendations of the plan.

- An interconnected pedestrian walkway needs to be constructed. This would consist of a sidewalk and boardwalk with town-owned right of way easements, to link town-owned street ends, parks and facilities from Division Street to Scalloptown Park. This walkway, the Waterfront link of the town's proposed linear park, will be the main street of the waterfront district and the primary public access to the water both physically and visually.
- Public access to the waterfront district should be encouraged by improving sidewalks in selected areas, including the King Street Bridge and the London Street underpass.
- As primary focal points along the boardwalk, street ends should be landscaped and, where appropriate, include benches and trash receptacles.
- Parking decks need to be considered in at least one location to alleviate existing parking deficiencies.
- The Town should recommend to the CRMC a harborline at a line equal to the distance from the shore to the outermost existing dock, and running from Division Street to the



abandoned cove landfill. This harborline will establish the outermost boundary of riparian ownership and rights and will limit the construction of wharfs, docks and piers into the cove.

- The Town should aggressively maintain all rights-of-ways to the shore as designated by CRMC.
- Following state and federal approval, additional marina development may be allowed within the harborline provided there is adequate parking. Existing marinas should be encouraged to install toilet facilities. Any new marinas should be required to install toilet facilities as a condition of approval.
- In order to retain commercial fishing in East Greenwich, wharfage for shellfishers should be provided off public and privately owned lands. Docks and mooring tackle used for this purpose must meet CRMC requirements. In negotiation with waterfront developers and landowners, the town should have policies and programs designed to preserve wharf spaces for shellfishers.
- The fish shanties known historically as Scalloptown represent the 200 year old cultural heritage. These buildings should be preserved and rehabilitated. Use of these buildings for shellfishing support services and other water dependent uses is appropriate.
- Relocation of the transfer station to an alternative appropriate site should be studied in order to facilitate additional parking areas adjacent to town-owned land at the wastewater treatment plant and municipal boat launch. This parking might be needed for potential mooring facilities off town land for shellfishers and could serve as additional parking for the town dock area.
- The Castle Street neighborhood should be preserved as a single family neighborhood of detached historic homes.
- Mixed use development of retail, commercial, office and multi-family residential is encouraged in all areas other than the Castle Street neighborhood provided that a high percentage of commercial uses are water dependent or water oriented uses.

Mixed use development will benefit the area by creating a district identity. The Crompton Avenue neighborhood already contains multi-family and may be further developed for multi-family use provided the present historical buildings are retained. Most of these old houses are of high quality and their demolition would substantially decrease the value of the historic waterfront district. The East Greenwich Yacht Club should remain in its current status,

with the inclusion of a public sidewalk along Water Street between Division Street and King Street.

To implement the waterfront development plan in accordance with the Harbor Management Plan it is proposed that the zoning for the area be amended to designate the area as a special waterfront zone specifying permitted uses as water dependent with restrictions. New development projects should be assessed impacts and should be required to provide public access (boardwalk) to the waterfront.

From Chapter 10 Natural Hazards and Climate Change

The primary goal of this component is to: “Preserve and enhance the quality of life, property, and resources by identifying areas at risk from natural hazards, especially those exacerbated by climate change and sea level rise, and implement actions to protect East Greenwich’s population, infrastructure, and economy and its historical, cultural, and natural resources.”

East Greenwich is a community in which many economic, historical and cultural resources are at risk. A portion of the town is bordered by Narragansett Bay. This section of the town along the Bay contains A flood zones. Southern New England has been affected by 40 tropical weather systems since 1900; 25 hurricanes and 15 tropical storms. Nine of the 25 hurricanes made landfall along the southern coastline of Rhode Island and Massachusetts. East Greenwich Cove is located on Narragansett Bay and contains both A and V flood zones. Flooding in this area from hurricane storm surges can lead to erosion, salinization of the groundwater, contamination of the water supply, damage to private property, loss of life, and damages to public infrastructure.

Vulnerability – Hurricanes

East Greenwich rates its vulnerability to hurricanes as high. East Greenwich’s location on Narragansett Bay makes it very vulnerable to hurricanes. The portion of East Greenwich that sits on Narragansett Bay is the Hill and Harbor District, which is very vulnerable to flooding from hurricanes. This area is comprised of A-zones and contains many businesses, Marina’s and the town dock. There are approximately 200-400 residential and commercial structures, in this district, that could experience flooding from a hurricane. Historically Water Street, located in the flood zone area, has been evacuated due to flooding. There is also a low-lying section of town between London St. and Rocky Hollow Rd. which would be vulnerable to flooding from large levels of run-off caused by heavy hurricane rains. Amtrak’s Northeast Corridor line runs right through this section of town.

Future Development Trends

Other than the original settled farmsteads in East Greenwich, the community essentially grew up and out from Greenwich Cove. Known in the 1700's as "Scaloptown," the Town's main economic activity centered around shell fishing, boat building and the like. The Waterfront area and adjacent neighborhoods extending west toward Main Street, remain the most densely settled part of Town. Some important vulnerable public facilities lie there, including the Town's wastewater treatment plant and the solid waste transfer facility. While it is not currently feasible to relocate either facility, the Town looks forward to gaining a better understanding of potential impacts of climate change on the area as the State's LiDAR project wraps up. The Town also has plans to rezone portions of the area (see separate recommendations in Land Use) currently shown for residential and commercial purposes to an actual "Waterfront" zone that better accommodates the water dependent uses desired there.

Adaptation Actions

3 – The new Waterfront District as recommended in the Land Use Chapter shall address sea level rise and restrict uses that may be vulnerable to storm surge and potential inundation as a result. Data and results from the State's LiDAR project will be used as it becomes available in the design of the Waterfront Zone.

From Chapter 11, Land Use

LUR 1. Waterfront District – Amend the Zoning Ordinance to expand the Waterfront District, while maintaining the historic overlay, to include all properties within the East Greenwich Waterfront.

Presently there are several parcels that are zoned a mixture of R-4, CD, and other zones. Consolidating them all into one Waterfront District, from the railroad tracks to water's edge, would provide uniform standards and predictability of uses. The text of the Waterfront District should be amended also to include mixed uses because not all businesses, such as restaurants, are necessarily water dependent. The new Waterfront District shall address sea level rise and restrict uses that may be vulnerable to storm surge and potential inundation as a result of sea level rise. Consider data as it becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.

From Chapter 3, Natural Resources and Conservation

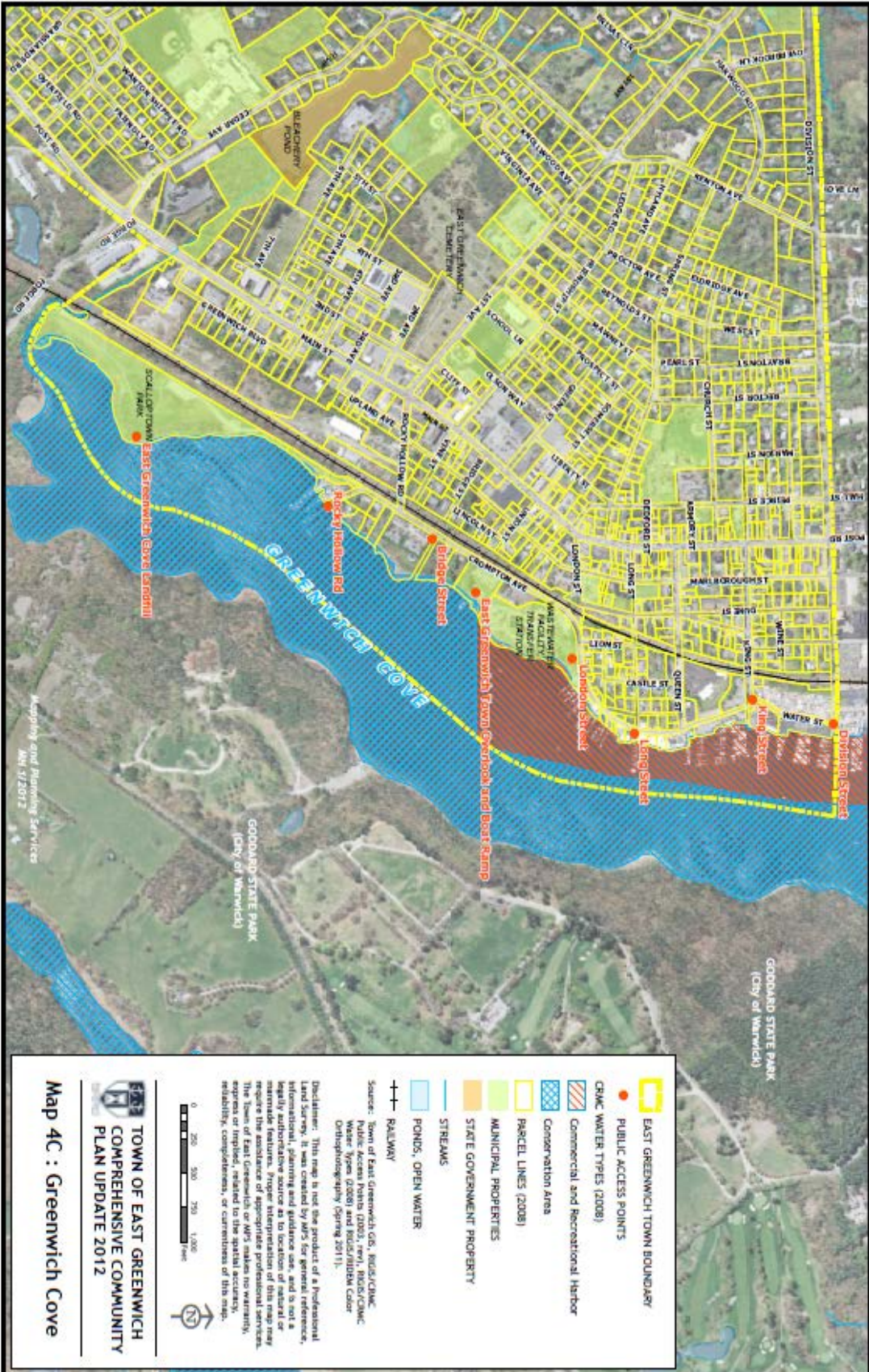
The predominant goals of this Element are:

1. To offer residents of East Greenwich a high quality of life through the preservation and best use of natural resources.
2. To conserve the Town's natural resources for future generations and to instill a sense of stewardship among the Town's residents.
3. To maintain and reinforce East Greenwich's small– town character, emphasizing its unique waterfront, residential areas, and open space.

From Chapter 4, Open Space and Outdoor Recreation

	Objectives	Policies	Actions
OS 7	Encourage development of the waterfront and public recreation facilities, with proper safeguards and access, to and along Greenwich Cove.	Maintain public access to the waterfront and recreational sites in Greenwich Cove.	Designate specific paths and access points, including expansion of existing signage, to allow for waterfront access.

The Cove Map – Map 4C of the Comprehensive Community Plan – is attached:



Map 4C : Greenwich Cove

**TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

0 250 500 750 1000
feet

Scale: 1 inch = 500 feet

North Arrow

Disclaimer: This map is not the product of a Professional Land Survey. It was created by staff for general reference, informational, planning and guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of East Greenwich or WPS makes no warranty, express or implied, as to the accuracy, completeness, or currency of this map.

Sources: Town of East Greenwich GIS, GIS/CAD/CIMC; Public Access Points (2008); RW1, RW2/CIMC; Water Types (2008) and RSD/JR/DM Color Orthophotography (Spring 2011).

- EAST GREENWICH TOWN BOUNDARY
- PUBLIC ACCESS POINTS
- CRMC WATER TYPES (2008)
- Commercial and Recreational Harbor
- Conservation Area
- PARCEL LINES (2008)
- MUNICIPAL PROPERTIES
- STATE GOVERNMENT PROPERTY
- STREAMS
- PONDS, OPEN WATER
- RAILROAD

III. Preliminary Scope of Work

Tasks shall include an assessment of water-proximate land uses along with related transportation and parking facilities available and supporting infrastructure including but not limited to water and sanitary sewers. Deliverables should include a physical plan with graphic representation of how the waterfront could look upon implementation and should address existing and proposed activities on the subject parcels – and nearby ones to the extent that spin-off and secondary effects might be realized. Activities to be contemplated might include: recreational opportunities including both water dependent recreation as well as land-side opportunities (nature trails, picnic areas, etc.); boathouse or sailing center, harbormaster offices or other facilities, kayak and paddle board launch center, outdoor environmental education center, additional marinas, etc. The long range vision might include public art and/or place-making features and should address both physical and visual access to Greenwich Cove.

IV. Required Content of Proposals

Responses to this RFQ shall include:

- Description of Firm – including the name and contact information and a description of its area(s) of expertise and licenses.
- Understanding of and approach to the project, including a description of tasks your team sees as essential and how/when they will be carried out. Address any challenges you foresee.
- Description of project management team - resumes or project lists for all key personnel, including all sub-contractors or consultants;
- Examples of previous relevant firm experience, with special attention to projects of similar size, scope and budget.
- Other examples of previous experience. Specifically include work in East Greenwich and/or Rhode Island, if applicable.
- Proposed budget which should include all projected expenses, such as:
 - Fee or rate for prime consultant, sub consultants, and coordination;
 - Meeting attendance and presentations;
 - Travel;
 - Photography;
 - Postage, delivery services, etc.; and
 - Reproduction and distribution of all products.)

A site visit will be coordinated as part of a pre-bid informational session by the Planning Department. Any questions, please contact 401-886-8644.

V. Selection Process

Proposals will be examined and technically evaluated based on the factors presented below. It is the responsibility of the consultant to provide information, evidence or exhibits which clearly demonstrate the ability to satisfactorily respond to the project requirements and the factors listed below.

A. *Demonstrated Experience*

Specialized experience is required of the company and/or the responsible individual. Proposals must clearly demonstrate full knowledge, understanding, and experience in the methods, techniques, and guidelines required for the performance of the required work.

B. *Project Understanding*

The bidder must demonstrate a comprehension of the role and function of this contract in meeting the needs of the Town. The strength and compatibility of the consultant's vision for our waterfront shall be assessed via their:

1. Response to all elements requested in the RFP.
2. Clarity of the submittal and quality of the supporting documents.
3. Proven ability to comply with the project scope of work defined.

C. *Performance Record of Firm*

A list of references with similar projects must be provided and include company name, contact name, and telephone number and references must give an exemplary recommendation of the firm. Clear evidence of experience directing past successful planning projects with similar characteristics as described herein must be provided.

D. *Project Management Qualifications*

Demonstrated ability to effectively manage multi-faceted projects and deliver high quality work products on time. Examples from other projects must be provided with evidence of project completion within the time frames allocated and within budget. Credentials of the project manager will be key.

- E. *Public Presentations and Outreach*
 Demonstrated ability to make effective public presentations and conduct successful community education and outreach. Examples from other projects must be provided. Ability of the consultants to work collaboratively with the project stakeholders to provide implementation options in the plan that take municipal budget and timeline considerations into account
- F. *Cost Evaluation*
 Cost will be considered as an independent factor from the above evaluation factors. The cost proposal will likely be negotiated as the scope of work gets refined during the interview and selection process. Cost proposals shall be submitted under separate cover.

Weighted Selection Criteria

In selecting a consultant, the Town will use the following scoring method:

Review Criteria	Weight	Points Available	Total (Points X Weight)
Overall Quality and Understanding of Scope	4	5	20
Demonstrated Experience	4	5	20
Management Qualifications	4	5	20
Performance Record	3	5	15
Outreach Approach	3	5	15
Cost Evaluation	2	5	10
Total			100

VI. Timeline

Process timeline is expected to run roughly as follows:

RFQ release	Week of 3/9/20
Pre-Bid meeting and site visit	On or before 4/6/20
Responses Due	4/20/20
Shortlisted firms notified	5/1/20
Interviews	Week of 5/11/20
Selection of consultant	5/25/20
Finalize Scope and contract	6/8/20
Kick Off Planning Project	6/19/20
Completion of Planning Project	9/30/20

VII. Selection Committee/ Interview

A Committee consisting of the Town Manager/ Purchasing Agent, members of the Planning Staff and representatives of various boards will together select the consultant, subject to Town Council approval. The Committee may require interviews of all of the applicants.

VIII. Instructions

Please submit three full hard copies of the proposal and an electronic copy (via e-mail to Lbourbon@eastgreenwichri.com) by 4:00 PM on April 20, 2020.

Deliver to: Town of East Greenwich
Planning Department
111 Peirce Street
East Greenwich, RI 02818

IX. DISQUALIFICATION OF PROPONENTS

Although not intended to be an exhaustive list of causes for disqualification, any one or more of the following causes, among others, may be considered sufficient for the disqualification of a Proponent and the rejection of its Proposal:

- (a) Evidence of collusion among Proponents.
- (b) Lack of competency as revealed by either financial statements, experience or equipment statements as submitted or other factors.
- (c) Lack of responsibility as shown by past work, judged from the standpoint of workmanship as submitted.
- (d) Default on a previous municipal contract for failure to perform.

The Town reserves the right not to accept any Proposal or to reject any or all Proposals, and to waive defects or Irregularities in any Proposal. In particular, any alteration, erasure or interlineation of the Contract Documents and of the Proposal shall render the accompanying Proposal irregular and subject to (but not requiring) rejection by the Town. The Town intends that the Contract shall be awarded within forty-five (45) days following the date that Proposals are publicly opened and read.