

**MAYOR'S OFFICE OF SUSTAINABILITY**

75 Erieview Plaza, 1<sup>st</sup> Floor, Suite 115  
Cleveland, Ohio 44114  
Phone: (216) 664-2455  
Email: Sustainability@clevelandohio.gov

**Addendum #2**

**Request for Proposals: Design/Build Contractor for Cleveland Solar Energy Projects**

**ISSUING OFFICE: City of Cleveland Mayor's Office of Sustainability  
Suite #115, 75 Erieview Plaza  
Cleveland, Ohio 44114**

**PROPOSALS DUE DATE: April 10, 2026, 5:00 PM EDT**

**Addendum #2** is being released primarily to:

- Answer questions that were raised during the Non-Mandatory Pre-Proposal Conference conducted on Monday, March 9, 2026 at 3:00PM EDT, Site visits on Wednesday March 18, 2026 8AM – 12PM, as well as questions that were submitted via OpenGov or emailed to the Mayor's Office of Sustainability.
- Attach a separate copy of the Phase II Property Assessment for the Kolthoff Road Landfill site.
- Provide the in-person and WebEx signups for both the non-mandatory meetings, as well as a 2-pager info sheet for the site visit.

**Design/Build Contractor for Cleveland Solar Energy Projects RFP**  
**Questions & Answers**

**Question 1:** Can the City clarify what activities are expected to be completed by the July 3, 2026 deadline for the Investment Tax Credit (ITC)?

**City of Cleveland Response:** Please refer to [Exhibit H - Requirements for Investment Tax Credit Qualification](#) for a list of activities that are required for the City to qualify for the ITC. In order to meet the July 4, 2026 deadline for the Physical Work Test, the City of Cleveland needs preliminary design information from the chosen vendor to enable the procurement of essential project components (transformers, inverters, racking, etc.), also to occur through the chosen vendor, should the city not be able to complete these steps in the interim. Entering into a project-specific contract for one or more of these components to be manufactured

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starting before July 4, 2026 should satisfy the off-site construction element of the Physical Work Test.

**Question 2:** Does the grant cover the entire project cost, just a portion of project cost, or is that to be determined?

**City of Cleveland Response:** The City of Cleveland is funding this project through a combination of Climate Pollution Reduction Grant (CPRG) funds and anticipated Investment Tax Credits (ITC) funds. The City anticipates recouping 30-50% of the project costs through the ITC.

**Question 3:** Does the city intend to meet the July 4 physical work test deadline, even with an estimated June 30 contract date?

**City of Cleveland Response:** The City of Cleveland has initiated an internal process to work with other vendors to help us meet this deadline. As noted in the RFP, the City has the right to issue a Notice to Proceed to its selected design-build vendor to begin working on this project in advance of the anticipated June 30, 2026 contract date. The City also reserves the right to contract with outside firms to support any/all necessary preliminary design and engineering work.

**Question 4:** Is there a schedule that has already been published? If so, is there a line item and who will pay it?

**City of Cleveland Response:** The City of Cleveland is currently developing a project schedule. The City is pursuing multiple tracks simultaneously in order to provide us with the best opportunity to meet the July 4, 2026 Physical Work Test deadline. If the City decides to complete preliminary design and purchase project components to meet the Physical Work Test, the selected design-build vendor through this RFP would not have to include this as a line-item cost. If the city procures equipment separately, the cost of that design work and equipment would come off the City's selected design-build vendor's scope of work but need to be included in the overall project.

The City may also elect to complete some NEPA related environmental reviews in order to accelerate the project timeline, in which case that work would also come off the selected vendor's scope of work but need to be incorporated into the overall project.

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**Question 5:** Is there any direction from the city on your approach to the ground mount solutions used on these landfills (e.g. driven or ballasted solutions)?

**City of Cleveland Response:** The City of Cleveland is not being proscriptive on the technology solutions that vendors can propose through this RFP. Nevertheless, because these are landfill sites, the City emphasizes that vendors must not disturb the landfill caps at Kolthoff and West 11<sup>th</sup>.

**Question 6:** Is there any flexibility around the liquidated damages clause related to the ITC and the December 31, 2027, in-service deadline? In other words, is there flexibility to limit the contractor's liability to circumstances that are within our control?

**City of Cleveland Response:** The City of Cleveland must meet the federal government's deadlines for the ITC in order to secure the funding necessary to complete this project. If the City cannot meet the July 4, 2026 Physical Work Test deadline and/or the December 31, 2027 In-Service Date deadline, it will impose liquidated damages to make the City whole financially.

**Question 7:** Is there a Labor Agreement for this project? If so, is this National Maintenance Agreement, Tri-Trade Agreement, etc.?

**City of Cleveland Response:** The City of Cleveland does not have specific labor agreements in place for this project at the moment. The City has standard templates for design-build projects of this sort (refer to [Exhibit J](#) of the published RFP), but the City must fulfill all necessary CPRG and U.S. EPA requirements, including those that enable it to claim the ITC, such as prevailing wage. The City must also abide by its Office of Equal Opportunity (OEO) requirements, as outlined in the RFP.

**Question 8:** Does the EPA grant require that the projects are Buy American Build American (BABA) compliant in addition to meeting Domestic Content requirements?

**City of Cleveland Response:** Yes; please refer to [Exhibit H - Requirements for Investment Tax Credit Qualification](#).

**Question 9:** Can the City state an exact total dollar amount of grant money being allocated toward the project? Or will you just calculate it backwards from total project cost of winning bid minus ITC?

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**City of Cleveland Response:** The awarded design-build firm will receive this information ahead of contracting with the City. The City of Cleveland is not the direct grant recipient of the CPRG funds. The City has signed a subaward agreement with Cuyahoga County to access its share of the grant award.

**Question 10:** Can the City disperse funds in advance of delivery and construction to procure major components with long lead times such as solar modules, transformers, switchgear and/or racking?

**City of Cleveland Response:** The City of Cleveland's ability to disperse funds in advance depends on how far the City is able to proceed with the other procurement tracks that the City is pursuing to meet the July 4, 2026 physical work test deadline. Please refer to Question 3, above.

**Question 11:** For Kolthoff, can we tie the project into the transformer at the IX Center across the street?

**City of Cleveland Response:** No, the tie-in for the Kolthoff location will be at the Airport Main Substation-2 (MS-2) location.

**Question 12:** Can the contractor expect not to be paid until after the City secures the ITC funds?

**City of Cleveland Response:** NO. The City of Cleveland intends to pay its awarded design-build firm up front based on agreed on payment schedules, and then secure reimbursement through both the grant funds (periodic), as well as the ITC credits (most likely one-time per each site).

**Question 13:** Is the substation at 223 Postal Rd owned and maintained by the airport? Is this the only substation feeding the airport facilities? Are all the facilities to be served by the possible microgrid currently fed from this substation?

**City of Cleveland Response:** Yes, the substation is owned and maintained by the airport. There is a redundant supply from this MS-2 substation to another substation (MS-1) that is located in the northern portion of the airport. The airport has electrical vaults and emergency generators around the airport as well. This RFP does not address any potential microgrid.

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### **Question 14:** For Kolthoff:

- What is the low side distribution voltage?
- What on site generation do you currently have- type and size(s)?
- Is this part of the proposed microgrid?

### **City of Cleveland Response:**

- The 'low-side' distribution voltage as well as available on-site generation capacity and nameplate information will be shared with the selected firm, but not prior.
- This solar project will not be a part of a microgrid. The project will be a 'behind the meter' application to specifically support the airport's operational electricity needs. Having said that, Battery Energy Storage Systems (or "BESS") is not a part of the existing project scope or budget, but vendors are free to recommend battery storage as part of just this 'behind the meter' application, if they believe it is appropriate for the project. The City reserves the right to evaluate this approach on a case-by-case basis.

**Question 15:** Please confirm the POI locations for both sites (Kolthoff and W. 11th) with voltage.

### **City of Cleveland Response:**

- West 11th: POI will be at or near the current infrastructure located on the site. The location of the current infrastructure is near the entrance from Spring Road. The voltage will be 11.5kV or 13.8kV.
- Kolthoff: POI will be at the airport MS-2 substation. All lines interconnecting solar arrays to point of interconnection shall be underground. Interconnection voltage is 13.8kV.

**Question 16:** The RFP indicated that we need to get approval for tree cutting. Both sites have trees in the middle of open areas. We will preserve trees in the buffer areas, but can we cut down trees located in the array areas?

**City of Cleveland Response:** U.S. EPA has indicated that trees and other natural systems should not be disturbed to the greatest extent possible. A recent "cross cutter" study from the US EPA for Kolthoff indicated that preservation of trees around the buffer is satisfactory to meet this requirement. Vendors must still propose

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which trees they anticipate would need to be removed so that the city can follow its own Tree Preservation Ordinance requirements for the replanting of removed trees.

**Question 17:** Can you clarify what is considered a suitable vegetation/tree buffer between neighbors and the landfill sites? Also, would any additional buffer be needed if the array area is currently exposed?

**City of Cleveland Response:** For Kolthoff landfill – the vegetation/tree buffer needs to comply with the U.S. EPA cross cutter requirements mentioned in Question 16.

For the West 11<sup>th</sup> site, which is integrated into a residential neighborhood, design-build vendors should follow U.S. EPA cross cutter requirements and minimize disruptions to the existing tree cover. In general, vendors should plan to retain vegetation along the perimeter of the site to act as a buffer between the solar array and residential properties, and as a neighborhood asset. Nevertheless, the City does not expect its chosen design-build vendor to develop or install such a buffer, as that work will fall under a separate RFP for the proposed parklet at W. 11<sup>th</sup>.

**Question 18:** Please clarify who bears the costs of “all other” permitting. Exhibit L indicates that the vendor will develop the paperwork but that the City of Cleveland will submit it.

**City of Cleveland Response:** As outlined in Exhibit L, the selected design-build vendor is responsible for developing all necessary permitting paperwork and budgeting for associated permit and application fees. As a result, the vendor will bear all costs associated with completing such permits. The City of Cleveland will serve as the point of contact/liaison to permitting authorities (e.g. Ohio EPA) and will submit all completed permitting paperwork for approval to those authorities.

**Question 19:** Were these landfills used to dispose any specific type of material, or was it mostly general refuse? This could carry engineering implications.

**City of Cleveland Response:**

- West 11<sup>th</sup>: Please refer to [Exhibit C - West 11th Landfill Phase I ESA-FINAL](#). Page 17 of that exhibit states: “The Property is a portion of the former Bradbury Landfill and is identified in the Historic Landfill database as a trucking company dump for construction and demolition debris and industrial solid waste under the entity North Coast Disposal Corp. According to a review of historic aerial photographs, the site appears to have operated as a landfill

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prior to 1951, and earth disturbance appeared to expand across the entire Property by 1991.”

- Kolthoff: Please refer to the Phase II Property for Kolthoff Road Landfill, which we have now incorporated into this Addendum, and was not part of the original set of Exhibits published with the RFP. Pages 4-5 of this assessment state: “Documentation indicates that foundry sand, oil-soaked wooden blocks, refractory bricks, and demolition debris were deposited in this unpermitted landfill. In addition, waste sludge from the former tank plant (now the IX Center) wastewater treatment plant was also deposited in this landfill.”

**Question 20:** For the West 11th site: where is the anticipated entrance/kiosk/park? (access options are available to north and west side of the property)

### City of Cleveland Response:

- The City anticipates that the proposed parklet/kiosk will likely be along the west side of the property along West 11th Street. The entrance for the parklet would be between the gap in the guardrails to minimize the removal of mature trees. There is a "drive" with a chain across it currently, the drive almost lines up with the church's (Slavic Christian Church - 4520 W 11th St, Cleveland, OH 44109) drive directly across the street on West 11<sup>th</sup>.
- The entrance for the construction work to be performed on the solar installation is located on the north side of the property along Spring Road.

**Question 21:** For the West 11th site: is there a preference on which side of the property interconnection occurs (assuming power lines run on both streets to the north and west side of the property)?

**City of Cleveland Response:** Yes, CPP infrastructure is currently located on site near entrance to site from Spring Road. POI will be at or near this point.

**Question 22:** For the West 11th site: please confirm if the yellow outline is intended to include the kiosk/park, or this was already considered when drawing the boundary (it appears there is space excluded to the north).

**City of Cleveland Response:** The yellow line denotes the boundary of the West 11<sup>th</sup> landfill where the solar array can be developed. The blue line along the south

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and western boundaries of the property denotes where the kiosk/park is intended to be located after the solar installation is completed. The space that is excluded to the north of the site is owned by the Ohio Department of Transportation and is not available for development.

**Question 23:** For the Kolthoff/Airport site: Is there 15- or 30-minute interval data available for the airport facility? Understanding the time of day that peak loads are typically reached will be crucial to projecting the impact on solar on demand reduction.

**City of Cleveland Response:** The City of Cleveland will assist the selected design-build vendor, to obtain this interval meter data for the Airport facility from FirstEnergy. Available monthly information has been shared as Exhibit F in the RFP. Please make appropriate assumptions to estimate impact of solar on demand reductions for your proposals.

**Question 24:** For the Kolthoff/Airport site: Can you describe the ownership and operation arrangement for the substation at the airport (across the street to the north of the site)? This may be owned and/or operated by the Airport, CEI, or the Department of Port Control.

**City of Cleveland Response:** The Airport owns and operates the substation in question.

**Question 25:** For the Kolthoff/Airport site: If the Airport or Department of Port Control owns or operates the substation, is there a preferred contractor to perform work inside substation?

**City of Cleveland Response:** The Airport owns and operates the substation in question. The City does not have a preferred contractor to complete this work inside this substation but can provide more clarity to the selected design-bid firm.

**Question 26:** For the Kolthoff/Airport site: Can you provide electrical drawings showing how the CEI meter interacts with the substation and other airport facilities?

**City of Cleveland Response:** The Airport shall provide drawings to the selected design-build vendor, but not prior.

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**Question 27:** At Kolthoff Rd., where is the billing meter located?

**City of Cleveland Response:** The billing meter is located inside of the MS-2 sub-station premises.

**Question 28:** Can you provide the Kolthoff facility single-line drawing?

**City of Cleveland Response:** The City of Cleveland is in the process of developing this drawing, but we will provide it to the awarded design-build firm when it is available.

**Question 29:** At W 11th, the utility will take the power down the pole and will meet the solar array at or inside a cabinet. Can you or the Utility confirm that demarcation (who lands in what cabinet), and at what voltage that would be?

**City of Cleveland Response:** The voltage of the interconnection will be 11.5kV or 13.8kV. The proposer should plan to provide and install all interconnection equipment (to include a cabinet) on the site to facilitate interconnection, with the exception of primary distribution wires.

**Question 30:** If known, what is the expected start date for construction?

**City of Cleveland Response:** The City of Cleveland does not have a definite start date for construction, but we anticipate beginning construction before the end of 2026.

**Question 31:** What is the interconnection voltage at the West 11th site? Can you confirm the Utility will drop down from the pole into a switch box as discussed yesterday?

**City of Cleveland Response:** Please refer to the response to Question 29.

**Question 32:** Upon our initial due diligence on both sites, we see there is a technical "riverine" that flows through the West 11th location. Will the selected vendor be held to the usual ~100ft offset from that stream in this location? (please see picture below).

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**City of Cleveland Response:** The City does not believe that this riverine qualifies as a waterway that requires a riparian setback, as indicated [in the zoning map](#), below. There is a wetland area that overlaps the very south of the parcel, as the map shows. The selected design-build vendor must follow all appropriate setback requirements for both West 11<sup>th</sup> and Kolthoff. The chosen design-build vendor will need to work with a wetlands engineer, as specified in [§351.07 of the City's Code of Ordinances](#).



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**Question 33:** Is a standard 7' tall chain link fence the expectations for the perimeter of each array?

**City of Cleveland Response:** Design-build firms should propose the components that they believe to be most appropriate for this project.

**Question 34:** Can you please confirm where the meter is located at for the Kolthoff site?

**City of Cleveland Response:** Please refer to the response to Question 27.

**Question 35:** Is there a file with the vents for the landfill(s) geolocated so we can make sure we don't design over the top of them?

**City of Cleveland Response:** There are a total of four (4) vents associated with the venting of subsurface gases that are located along the northern and southern property boundaries for West 11<sup>th</sup>. There are photos of these vents on page 35 of [Exhibit C - West 11th Landfill Phase I ESA-FINAL](#). The expectation is for vendors to design around these and other existing utility infrastructure, such as vents, stormwater drains, access points and natural gas lines, etc.

**Question 36:** The RFP indicates a preferred module tilt range of approximately 20–30 degrees. For capped landfill installations where ballast weight, wind loading, and protection of the landfill cap are key design considerations, would the City consider alternative fixed-tilt configurations if they demonstrate advantages such as reduced ballast loading on the landfill cap, reduced wind loads, acceptable energy production, and increased solar power density (MW per acre)?

In recent years, several large utility-scale solar installations have successfully utilized very low-tilt configurations, including zero-tilt arrays, to reduce wind loads and ballast requirements and increase site power density.

Specifically, would the City consider proposals utilizing low-tilt (~5°) fixed-tilt arrays with closer row spacing if the proposer demonstrates compliance with all structural, environmental, and performance requirements of the project?

**City of Cleveland Response:** The City welcomes proposals from design-build vendors based on what they consider to be the most effective approaches to meet

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the requirements specified in the RFP, including different tilt ranges and ballasting options.

**Question 37:** The RFP emphasizes a design-build delivery approach and the importance of timely procurement in order to secure federal Investment Tax Credit eligibility.

Would the City consider racking approaches that allow structural materials to be procured early based solely on total project capacity (MW), with final fabrication and length adjustment performed on site during installation (for example through portable roll-forming or similar fabrication methods), thereby allowing material procurement regardless of the details of the final array layout, provided that the system meets all structural, electrical, and environmental requirements of the project?

**City of Cleveland Response:** The City does not intend to be proscriptive on procurement or construction approaches and welcomes proposals from design-build vendors based on what they consider to be the most effective approaches, particularly those most likely to enable the City to secure ITC funds.



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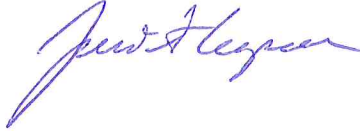


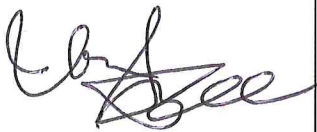

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**Request for Proposals: Design/Build Contractor for Cleveland Solar Energy Projects**

March 9, 2026 3PM ET – Non-Mandatory Pre-Proposal Conference

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## [Request for Proposals: Design/Build Contractor for Cleveland Solar Energy Projects](#)

### **March 9, 2026 3PM ET – Non-Mandatory Pre-Proposal Conference – WEBEX/VIRTUAL SIGNUPS**

#### **WEBEX – VIRTUAL SIGNUPS (REFER IN-PERSON SIGNUPS LIST AS WELL)**

- Al Frasz, YellowLite
- Aldo Mazzaferro, NV5
- Andrew Whitehead, GEM Energy
- April Locker
- Benjamin Laboy, Willdan
- Clement
- Dale Griffis, Cold Harbor Building Company
- Dominic Cicconi, CMTA
- Ethan Lake, National Energy Control
- Gary Leckonby, Kokosing
- Gary Orr, Veregy
- Jan Morr, Hercules Bolt Company
- Jen Hull - CEP Renewables
- Jake Kuss, Melink Solar
- Jen Kalin, Osborn Engineering
- John Choma, Enerlogics
- Kai Nybro, Core Development Group
- Ken Watey, Lakeland Electric
- Ken Zebarah, Harvest Solar
- Kurt Princic, CEP
- Matthew Testa
- Nick Bowman, Solar Energy Solutions
- Nishant Jain, Ecojiva LLC
- Reed Raymond, SSI
- Scott Ameduri, Enerlogics Networks, Inc,
- Sean Kneipp
- Stephen Caudill, CMTA
- Tallac
- Joshua Babcock, Willdan Energy

#### **Attendance – City of Cleveland**

- Tim Kovach, Simon Mastroianni, Kim McGreal - WebEx
- Alicia Moyers, Anand Natarajan – In-Person

# Request for Proposals: Design/Build Contractor for Cleveland Solar Energy Projects

## March 18, 2026 Non-Mandatory Site Visits Agenda:

- **8:00AM – 8:20AM: Arrive, sign-in, overview**  
**Start at: Building #214, 5918 Cargo Road, Cleveland, Ohio 44135**
  - Quick intros, overview w/ vendors (huddle in lobby or a conference room, OR parking lot- Building #214 on Cargo Road); provide site visit maps/directions/logistics; intro of **site visit POCs**.
  - **Kim McGreal**: POC for the Airport Kolthoff location
  - **Emily Szramowski**: POC for the West 11<sup>th</sup> location
  
- **8:30AM: Arrive at the IX-Center Parking lot (Approx. 3 minute Drive from the Cargo Road Building). Parking available for site visit, let parking attendant know.**
  
- **8:30AM – 9:45 AM (latest): Kolthoff site visit.**
  - *Note: it may be muddy, so please dress appropriately, boots recommended*
  - It takes approx. 15 minutes to drive to the next site at West 11<sup>th</sup>.
  
- **10:00 AM (or earlier) - 12PM (latest): West 11<sup>th</sup> site visit.**
  - Arrive and Park.
  - Address to use: **4529 W 11th St, Cleveland, OH 44109**
  - **Park on West 11<sup>th</sup> near Slavic Christian Church near A on the map for W-11**
  - *We will walk towards B (W-11), it may be muddy please dress appropriately, boots recommended*

**Combined Google Maps Directions (please verify using your GPS for accuracy):**

<https://maps.app.goo.gl/HmCQcAENVdGWW39Y9>

Figure 8: Solar Facility Development in the SDA



Source: RS&H, 2022





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**Request for Proposals: Design/Build Contractor for Cleveland Solar Energy Projects**

March 18, 2026 8AM ET – Non-Mandatory Site Visits

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**Addendum #2**

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**ACKNOWLEDGEMENT - SIGNATURE PAGE**

**Please acknowledge receipt of this Addendum No.2 by signing and including this document with your RFP submission response.**

\_\_\_\_\_  
Signature of Proposer & Name of Company

\_\_\_\_\_  
Today's Date

Thank you

Anand Natarajan,  
Assistant Director  
Mayor's Office of Sustainability, City of Cleveland