

**New Pier 5 Responses
to
Questions from Community Members
02.22.2021**

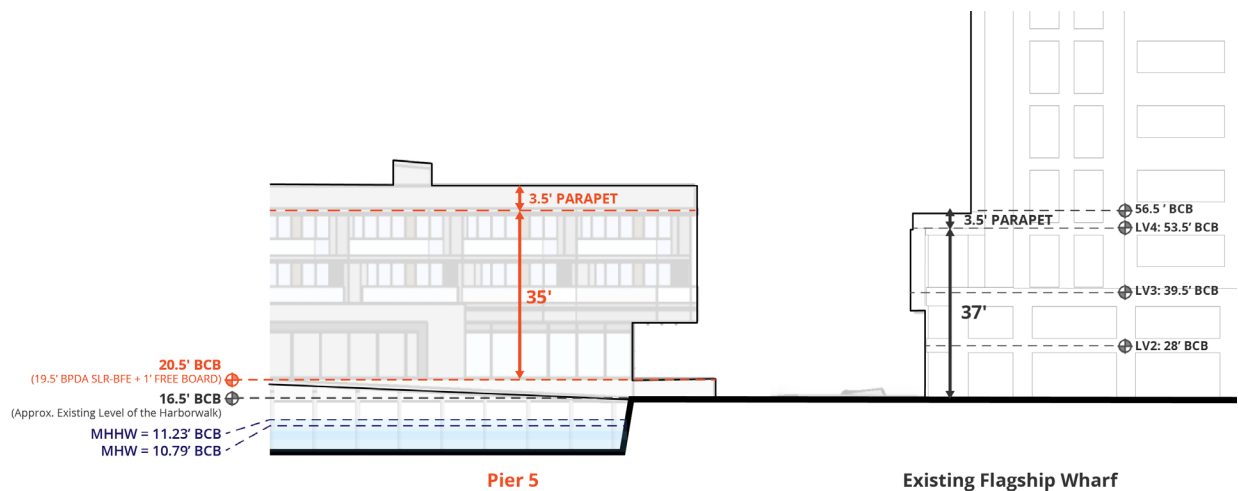
1. Dimensions:

a. What is the total square footage of your proposal?

The Site Area for the proposal is 83000 sq. ft and the Building Area is 110,300 sq. ft

b. What is the height of the proposed development at high tide, from the harborwalk, and from the waterline?

According to BPDA Zoning Viewer, SLR-BFE for Pier 5 is 19.5' BCB. In order to protect the project from future sea-level rise and potential flooding, the ground floor is proposed at 20.5 BCB. The Mean High Water (MHW) is 10.8' BCB and Mean Higher High Water (MHHW) is 11.23 BCB.¹ The proposed development assumes a height of 35' from the proposed grade as suggested by the RFP, with the exception of a small portion towards the end of the pier where the building height goes up to 45'. See the diagram below.



2. Describe how the project will be ADA compliant.

The project will be fully ADA compliant. The project aims to provide a public elevator to access the roof. The Boardwalk will also be fully ADA compliant.

3. Provide the following details on the housing program:

a. Number of units broken down by unit type

Of the 89 Units: 15 units are studio, 39 units are one-bedroom, 22 units are two-bedroom, and 13 units are three-bedroom.

b. Number and percentage of units that are affordable

¹ Station: 8443970, Boston, MA

Data source:

<https://tidesandcurrents.noaa.gov/datums.html?datum=NAVD88&units=0&epoch=0&id=8443970&name=Boston&state=MA>

All 89 Units are income-restricted.

c. Price point for market-rate units

No market-rate units.

d. Affordability level of affordable units

Among the 89 Units: 11 units are 30% AMI, 27 units are 50% AMI, 28 units are 80% AMI, 23 units are 120% AMI.

e. Are units rental or condo, and why?

The 89 Units are rental units which will be funded through the Low Income Housing Tax Credit Program (LIHTC). LIHTC does not provide funding for condo project.

4. How much parking will each of the developments require and how will it be supplied?

Pier 5 proposes no on-site parking.

We have contacted the parking garage management company at Flagship Wharf and believe that there are parking spaces available to serve the residents at New Pier 5. Retail and restaurant customers of the New Pier 5 tenants will utilize existing nearby off-site parking.

5. Describe how the following building services will be handled, with attention to potential impacts on neighbors: a. Trash removal. Will trash containers be visible from the harborwalk or surrounding residential buildings?

The trash room is designed within the building layout and won't be visible from the harborwalk or surrounding residential buildings.

b. Water and sewage

Water and sewage will be connected to the site from Eighth Street, through the easement area as shown on the survey map named "Pier 5 Access & Utility Easement".

c. Emergency vehicle access

Emergency vehicle access is designed per Building Code requirement. The emergency driveway will connect to the Eighth St Circle, located at the northeastern side of Pier 5.

6. The regulatory guidelines that govern Pier 5 include specific guidelines regarding open space and public access to the waterfront. The community has also expressed the importance of preserving public access to the water.

1. How does your proposal relate to these regulations and community values?

The project conforms to Chapter 91 and MHP open space requirements. The building setbacks are 20' along the Pier and 100' at the end of the Pier, providing continuous public access to the waterfront to the community. The ground floor uses will meet the Facilities of Public Accommodation requirements.

b. Provide details on the publicly available open space and facilities of public accommodation in your proposal.

The ground floor uses will meet the Facilities of Public Accommodation requirements. Our proposal seeks to return as much of the pier as possible to the public, with green space for the benefit of residents, visitors, and employees of Charlestown. This is achieved by creating a continuous public promenade around the building with a public park at the end of the pier as described in (a). We anticipate public artworks erected and a landscaped harborwalk to create a pedestrian-friendly environment and to capture the sweeping views of the Harbor. In the winter months, the lawn in the public park will be transformed into an ice rink, extending back

underneath the residential building mass to create both exposed and sheltered skating areas. Furthermore, the majority of the building footprint is designed as a public rooftop urban farm. The entire roof will be publicly accessible and will create a diversity of beneficial experiences for both residents and the surrounding community.

Functioning as the heart of the project's inclusive and equity missions, the flat elevation of the roof contains community garden plots, as well as some harvest areas for the adjoining restaurant. Pathways break through the rows of planting to encourage the enjoyment of the view. The community garden zone itself is productive but low-profile, minimizing obstruction for the surrounding buildings. The sloped public path has a series of green landings that connect to the entire roof.

c. Describe any water-dependent uses in your proposal

We are not only maintaining the current watersheet to ensure that Courageous Sailing can keep its existing programs, but we are committed to providing additional slips on Pier 5 to expand their programs. This will enable Courageous Sailing to operate on a year-round basis and serve as an educational center for community sailing. A water taxi stop is also anticipated in the development scheme, as well as a potential water access point for the public for small, agile craft such as kayaks.

7. Traffic and circulation

a. Describe the impact of your proposal on traffic and congestion, both from residents and employees as well as loading/unloading activities. How will your proposal mitigate these effects?

Our proposed project is designed to provide service access from 8th Street and along the north side of the Pier/building utilizing an existing easement across the harborwalk. A two-way curbsless driveway will connect along the length of the Pier to provide service access to the entirety of the building. All service/drop off activities are accommodated on site and as such our project does not anticipate any impacts on existing streets or harborwalk. Service vehicles will be allowed to enter the site only during specific times of the day (during set hours in the mornings and evenings) to avoid congestion. Service docks will be screened from public view appropriately, as well as access for the fire trucks both from the Harborwalk or the surrounding residential buildings.

8. Adjacent piers

a. Describe in detail your proposal's approach to meet the needs of Courageous Sailing.

Approximately 2,000 sq. ft of the development will be dedicated to Courageous Sailing. Specifically, the project team has been in touch with Courageous Sailing, who needs additional administrative and educational spaces for their daily operations. As heritage programs are dedicated to preserving Boston's revolutionary and maritime past, the presence of a community and administrative space of Courageous Sailing will mean that continuing education can be offered even through winter, when the program's existing facilities do not provide adequate heating. Additional dock space is contemplated on Pier 5 to serve Courageous Sailing with expanded opportunities for launching and docking.

b. How will your proposal impact boat access to the Pier 6 marina?

The proposal will have no impact on the boat access to the Pier 6 marina. The only impact would be during the winter in the construction phase of the development.

9. The Boston harbor is vulnerable to tidal flooding, storm surges, and rising sea levels due to climate change. Describe your proposal's resilience strategy to address both storm events and long-term sea-level rise.

Resilience Strategy:

The proposal will address and exceed Boston's resiliency and sustainability guidelines. The project will incorporate strategies into the design in support of Mayor Walsh's Carbon Neutral Boston 2050 commitment.

The project will strive to be zero carbon. Preliminary carbon emissions and energy modeling results are included at the end of this section. The buildings will employ flood-resistant construction techniques due to their location in flood zone AE.

The site will construct and operate a rainwater recharge system, constructed to manage significant rainfall on-site. The project will include resilient design strategies to address sheltering in place during an emergency by providing a community space, serving as a gathering spot for neighbors, providing access to potable water during emergencies, and including charging stations for residents and community members.

Storm Surges:

To address events of more intense precipitation, the proposal integrates landscaping strategies and low-impact development measures in its overall scheme. Public spaces and rooftops will be designed to capture stormwater while simultaneously addressing storm surges. The proposed project could use the stormwater captured from the roof of the building to further irrigate the landscape. By retaining a portion of the stormwater on-site, the stormwater harvesting system would benefit the residents of the property and the greater community.







Sea Level Rise:

The proposal aims to reduce the risks of coastal and inland flooding as per the RFP guidelines by elevating the base floor, critical utilities, mechanical systems, and infrastructure above the anticipated flood levels. According to BPDA Zoning viewer, the base flood elevation for the site is 19.5 BCB. The project design considers this, with the ground floor set to be above the base flood elevation of 24” for critical facilities and 12 ft. for other buildings and uses. The design follows the guidelines outlined in the overlay that applies to areas that could be inundated during a major coastal storm event.

Extreme Weather Event:

In the event of an extreme weather event or an emergency, when there might be an extended disruption of utility services, the proposal has around 2,000 sq. ft community space to function for sheltering in place during an extreme weather event or extended disruption of utility services. An essential system will be designed and provided to serve for emergency uses.

10. How will your proposal benefit the Charlestown community? What real value are they adding to the historic heritage to the Navy Yard?

					
LIVE	CONNECT	SUPPORT	WORK	SUSTAIN	PLAY
Affordable Housing Opportunities on Pier	Community Amenities for a Better Neighborhood	Incentives and Benefits	Good Jobs Strategy	Balanced, Climate-Resilient Growth along Boston's Shoreline	Public Realm Creation through Year-Round Activities
<ul style="list-style-type: none"> • 89 rental units • 100% income-restricted 	<ul style="list-style-type: none"> • 2,000 sf for community usage • First floor of the project fully open to public • Courageous Sailing Programs to Bring Unique Activities to the Waterfront • Historic Pump House will be restored to serve as the site's anchor • A local grocery store - Foodie's Market for affordable, high quality produce. 	<ul style="list-style-type: none"> • 10% equity investment of the commercial section as a minority crowd fund • \$100,000 from the developer fee to set up a non-profit community program • Community fund to maintain the public spaces and streetscape 	<ul style="list-style-type: none"> • 150 jobs created-At least 51% of the total work hours for Boston residents • At least 51% of the total work hours for minorities • At least 12% of the total work hours for women • At least 40% of the total contracted trades will be with W/MBE 	<ul style="list-style-type: none"> • Pier lifted up as a whole to accommodate projected sea level rise • Green roof to significantly reduce the impacts of urban heat island • Public spaces and the rooftops designed to capture storm water 	<ul style="list-style-type: none"> • Exposed & sheltered skating areas • Entire roof is publicly accessible • Community garden plots, & harvest areas • Water access point for the public for kayaks • Continuous walkable and bikeable paths

Benefits to the Charlestown Community:

In addition to reconnecting the community of Charlestown to the Pier, reopening the Pier to the public will

offer much-needed open space back to the city. It will help to re-establish connections between the harbor and its adjoining context. This will allow Pier 5 to be used as a public resource and thus, make it accessible and open for all. By ensuring a balanced growth along Boston's shoreline, Pier 5 will provide a fantastic opportunity to integrate a diversity of uses and activities.

We have designed our proposal keeping in mind a diverse range of users and demographic groups. Both the residents and visitors will be able to shop for local, fresh produce from the Foodie's Market and the rooftop community gardens. During the winter months, visitors and locals will be able to enjoy ice skating at the prow and during the summer, sunbathe on the lawn of the waterfront park. Besides, integrating the Courageous Sailing activities in the Pier will offer new learning opportunities for the community. We truly believe that hidden beneath some of the existing fabric of the Pier, the development has the potential to create a dynamic, equitable, and inclusive waterfront pier for all.

Historic Heritage:

New Pier 5 seeks to maximize public access to and activation along the waterfront while preserving the Navy Yard's original form and character. The creation of a public pedestrian path surrounding the building and new open spaces will connect the project to the Interactive Loop that incorporates USS Constitution, Dry Dock 1, Dry Dock 2 and the Shipyard Park. These new public spaces and restaurant/retail spaces will facilitate outdoor, water-dependent activities and house public art installations that will benefit both the Charlestown community and the City of Boston. In addition, New Pier 5 preserves the existing water sheet utilized by Courageous Sailing, and we will work with local organizations to support and grow its activities. In collaboration with "Historic Boston Inc.," we will renovate the Pump House 123 to provide new public amenities while celebrating Charlestown's historic, maritime character through dedicated architectural design. This element will bring light services such as café, ice cream shop, and an information booth, and the exterior of the historic Pump House will be used for signage, interpretive, and wayfinding elements related to the Story Loop network. The renovated Pump House 123 will serve as a new network center which extends Harbor Walk activities to Pier 5.

The design of the building and its materials are inspired by the maritime history of the site and reinterpreted to meet the contemporary present-day aesthetic. The desire to create a singular and strong iconic form on the waterfront with the building form allowing movement to the rooftop is the key guiding architectural approach. While the building form assumes the long industrial and maritime language of wharf buildings, the building has several elements that create an intimate and human scale – with the arrival experience of the market entry and stair/promenade details, the texture of the surface materials, ground floor cadence, breakdown of the length of the building into three segments, treatment of fenestration/windows, and the delineation of the rooftop. **Paying Homage to the Navy Yard's history through Architectural Design:** Architecturally, along the long edge of the pier, a sculpted edge creates spaces for seating and enjoyment of the view breaking intermittently to allow planks down to the floating docks that are a water access point for the public for small, agile crafts such as kayaks. The floating docks will serve the sailing center as a new option for launching and docking. Trees will reinforce the rhythm of the building here and provide shade to the animated public edge and a windbreak for the Harborwalk. The project will include resilient design to address sheltering in place during an emergency by providing a community space, serving as a gathering spot for neighbors, providing access to potable water during emergencies, and including charging stations for residents and community members.

11. How do you plan to finance this project?

The financing of this project calls for public private partnership. The planned financing sources include New Market Credits, Mass Works grant, CPA/NHT funding, LIHTC, private equity and commercial loans.

12. What is the estimated total construction time for all phases of the build out?

The total construction time for New Pier 5 will be about 36 months. The removal and reconstruction of the pier is planned to take 12 months, and building construction is expected to require 24 months.

13. Describe how the proposed architectural approach relates to the history of the Navy Yard and the City of Boston.

The proposal seeks to actively respond to City of Boston Municipal Harbor Plan by bringing public benefit and amenities that can be shared by all of Boston residents. By maximizing public access to and activity along the waterfront, the project seeks to attract a broad range of people to the Navy Yard which will contribute to embody the series of Master Plans in the Navy Yard Planning History including the Navy Yard Master Plan, the Harborpark Plan, and the Double Interactive Loop Plan. The majority of ground floor square footage is dedicated to public use as Facility of Public Accommodation that meets the Chapter 91 jurisdiction as well as other regulatory jurisdiction with the goal of preserving and creating usable open space along the 47 miles of Boston's shoreline.

14. Construction:

a. Flagship Wharf and Pier 7 have major concerns about harm to the structural integrity of our buildings. What's the plan to ensure no harm occurs during demolition and construction?

Because the demolition and construction of the pier will take place in the water and most construction activities will take place from the waterside, we do not believe this work will present risk to the structural integrity of the buildings at Flagship Wharf and Pier 7.

b. Where, exactly, is the "on-site construction" going to take place?

Once the pier has been removed and rebuilt, the on-site building construction will take place on the new pier.

c. Will you commit to meeting the Boston Residents Jobs Policy goals?

Yes.

d. Will you commit to using union signatory subcontractors for the project?

Please refer to the 6th question in the next section "Questions specific to Urbanica".

e. What will the impact of construction be on neighborhood residents?

During construction, there usually will be traffic and sound impacts on neighborhood residents. Detailed notices and construction management plan will be published and provided to the neighborhood residents pre construction.

15. Has the water displacement from these floating structures been calculated?

There are no floating structures in our proposal and our project is going to be built on the pier.

16. What is the safety factor at the water's edge? Are there fences or railings? This is a concern, especially for children.

The water's edge design will follow the code requirements to meet safety.

17. Does your proposal's development budget include environmental assessment and contingencies for the cleanup of hazardous waste?

The current budget does not include environmental assessment and contingencies for the cleanup of hazardous waste.

18. How does your proposal for the Pump House address the needs of Flagship Wharf residents?

An important marker and an architectural relic of Charlestown Navy Yard's maritime past, the Pump House offers enormous potential to be a major public attraction, because of its unique architectural form and its

proximity to the T water shuttle. While currently underutilized, the former Pump House offers varied opportunities to celebrate the celebrated integrity of the Naval Yard, preserve the Harbor's maritime legacy, and offer a new canvas for public art in the city. To revive the glory and pay homage to the Flagship Wharf's seafaring past, we plan on working in close partnership with the celebrated non-profit organization "Historic Boston Inc.", our project team will work with the community to find ways to restore and reintegrate the pump house within the fabric of Charlestown Navy Yard. To do so, the Pump House will be refurbished to serve as the site's anchor. Outdoor seating will animate the interstitial space beneath the pavilion's roof, which is directly adjacent to the historic structure to make it a thriving center of activity for guests. The intervention is intentionally light-touch, to avoid modifying the original character of the structure. We will work with Flagship Wharf residents to minimize any negative impacts of the renovated Pump House 123 light service uses.

Questions specific to Urbanica:

1. Regarding the proposed supermarket:

a. How big a market area will a 10,000 square foot supermarket need to draw from to be feasible, and what kind of traffic will that generate? Will the supermarket be feasible without parking available?

The current proposal of a roughly 10,000 sf supermarket is based on the assumption that there is high demand for a local supermarket as the service infrastructure that could supply fresh and diverse groceries to the community. The team so far has received some concerns regarding the traffic impact potentially brought by the supermarket. According to the feedback from some members of the community, the demand for a supermarket of this size and the retail space seems questionable.

Based on the community feedback, we are willing to conduct a reassessment of the best public uses that should be programmed at this location on the harborwalk.

b. How will the supermarket be serviced? Can the grocery store, restaurant, and retail stores be supplied by water traffic rather than road traffic?

At this point we are assuming road traffic for these uses, but as indicated above, based on community feedback, we are willing to conduct a reassessment for the proper and best public use that should be programed at this location for the retail spaces as well as the grocery store, with the goal of minimizing the traffic impacts.

2. Financing:

a. Describe how the affordable housing will be financed. Is this feasible given the high cost to demolish and rebuild the pier?

At this stage, we are assuming a total cost of \$16,000,000 for the pier demolition and construction, as cited from the assessment report by Childs Engineering Corporation attached in the RFP file. This cost is allocated across the different components of the project. As described in Question #11 above, the project will be financed with a combination of public and private sources. The affordable housing component of the project will be financed with a combination of LIHTC, Mass Works grant and private equity.

b. How will the pier demolition and construction be financed?

In our program the total cost of pier demolition and construction is distributed among the residential section and the ground floor section.

Assuming the \$16,000,000 total cost for pier restoration, the proposed project is feasible to be financed. A more accurate pier cost estimation is yet to be conducted which is largely tied to the final program and architectural design of the project.

3. The proposed rental units are 1000 square feet or smaller, even for the 3 bedrooms, of which there are only 13 out of the 89 units. The majority are studio and 1-bedroom units, between 500-750 square feet. How will families grow into this? Is this meant to be short-term housing for quick rentals?

The proposed sizes of the units are meeting the design guidelines of the Low Income House Tax Credit (LIHTC) program, which aims to optimize the use of space yet to maximize the efficiency. The two bedrooms and three bedrooms, which currently total 35 units, are designed to serve families.

4. Will the rental area have its own security?

Yes. The residential section will be managed separately from the commercial section.

5. Describe maintenance plans for the Rooftop Park and gardens?

The development team has been in contact with professional rooftop garden and rooftop farming organizations to develop detailed maintenance plans for the rooftop public spaces. After construction completion, the developer will coordinate with third-party professional management entities and/or non-profit organizations to set up a community fund for the maintenance of the rooftop public spaces. The developer will contribute \$100,000 of its development fee to help set up this community fund.

6. You said you were planning on working with union signatory subcontractors for the HVAC and pile foundations/pier construction. What are the other signatory crafts will you be working with?

We are also signatory to the carpentry union. We will invite other union subs to submit proposals for this project.

7. Will you commit to the same hiring targets for Residents, Minorities and Women on Pier 5 as you did on the Melnea Hotel?

Yes.