

Notice of Project Change

Pursuant to Boston Redevelopment Board Approval

THE ROPEWALK

CHARLESTOWN, MASSACHUSETTS

MARCH 10, 2016



Submitted to:

BOSTON REDEVELOPMENT AUTHORITY

One City Hall Square
Boston, MA 02201

Submitted by:

FRONTIER ENTERPRISES, INC.

Prepared by:

NORTHEAST STRATEGY AND COMMUNICATIONS GROUP

Thomas Maistros, AIA
Marjorie Decker

In Association with:

**NESHAMKIN FRENCH ARCHITECTS, INC. AND
THE ARCHITECTURAL TEAM**

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1.0 PROJECT SUMMARY

1.1 Project Identification

Project Name:	The Ropewalk
Location:	The Project site is located on Fifth Street in the Charlestown Navy Yard in the Charlestown Neighborhood of the City of Boston.
Proponent:	Frontier Enterprises, Inc. 30 Green Lodge Street Canton, MA 02021 (781) 389-9476 Mr. Joseph Tilty
Architects:	Neshamkin French Architects, Inc. 5 Monument Square Charlestown, MA 02129 (617) 242-7422 M. Linda Neshamkin, AIA The Architectural Team 50 Commandant's Way at Admiral's Hill Chelsea, MA 02150 (617) 889 4402 Mr. Robert Verrier, FAIA Mr. Stephen Caswell, AIA
Permitting Consultants:	North East Strategy and Communications Group 11 Beacon Street Boston, MA 02108 617 653 0838 Mr. Thomas Maistros, AIA Ms. Marjorie Decker
Transportation and Parking Consultants:	McClurg Traffic 81 Oakley Rd. Belmont, MA 02478 Mr. Andrew McClurg, AICP
Legal Counsel:	Casner & Edwards 303 Congress Street Boston, MA 02210 (617) 426-5900 Mr. David Chavolla, Esq.
Zoning and Permitting Counsel:	Scanlon Law, LLC 112 Water Street Boston, MA 02109 Ms. Kristen Scanlon, Esq.

Special Tax Counsel: Klein Hornig, LLP
101 Arch Street, Suite 1101
Boston, MA 02110
(617) 224-0600
Mr. Daniel Kolodner, Esq.

Landscape Architect: Browne, Richardson and Rowe
3 Post Office Square, Suite 300
Boston, MA 02109
(617) 542-8552
Mr. Michael Kluchman

Mechanical, Plumbing and Geotechnical/Site Engineer: Engineering Dynamics
12 Westech Drive
Tyngsboro, MA 01879
(877) 270 7004
Mr. W. Hishan Dinuk Fernando

1.2 Notice of Project Change - Background

This NPC is filed to notify the BRA of two minor changes to the renovation concept:

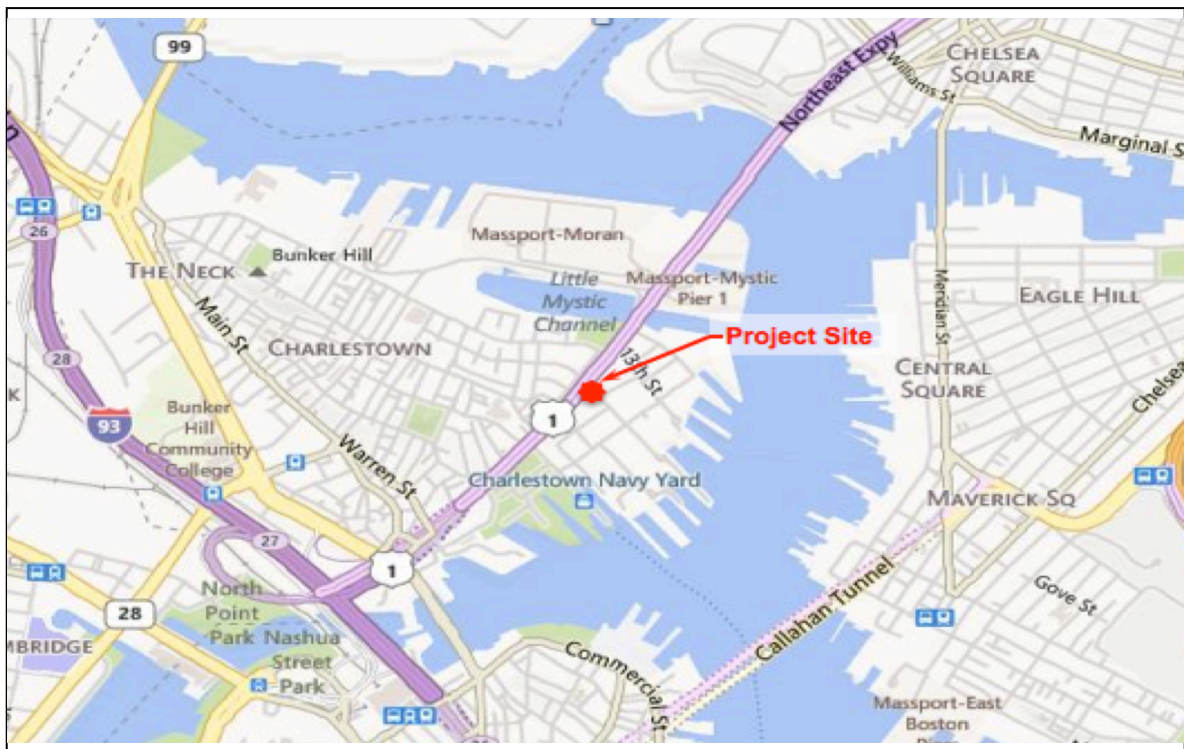
- An increase in the square footage assigned to the Ropewalk Museum, and
- An increase in the unit count from approximately 90 to 97 units to comply with building code standards.

The following narrative will explain why and how these changes were developed and provide a review of the Project Notification Form Impact Analysis summarizing any deviations as a result of the program changes.

1.2.1 Project Description

The Ropewalk (the "Project") is located in the Historic Monument Area of the Charlestown Navy Yard in the Charlestown Neighborhood of Boston. The site is bounded by Chelsea Street to the north, Fifth Street to the west and other buildings of the Historic Monument Area to the south and east including Buildings 107 (former Trades Shop), 108 (former Power Plant), 70 and 96 (former storage buildings). The Navy Yard, including the Project Site is separated from the Charlestown Neighborhood to the north by Chelsea Street and the Route 1 Viaduct, which extend along its northern edge.

Figure 1-1 Locus Plan



The current site area is approximately 160,000 square feet. The site is occupied by the former Ropewalk (Building 58) and Tar House Buildings (Building 60), which were originally built between 1834 and 1838. The buildings have been vacant since the closure of the Boston Naval Shipyard in 1974. The Property was conveyed to the BRA in 1978. The Site has limited vehicular access.

Figure 1-2 Context Map

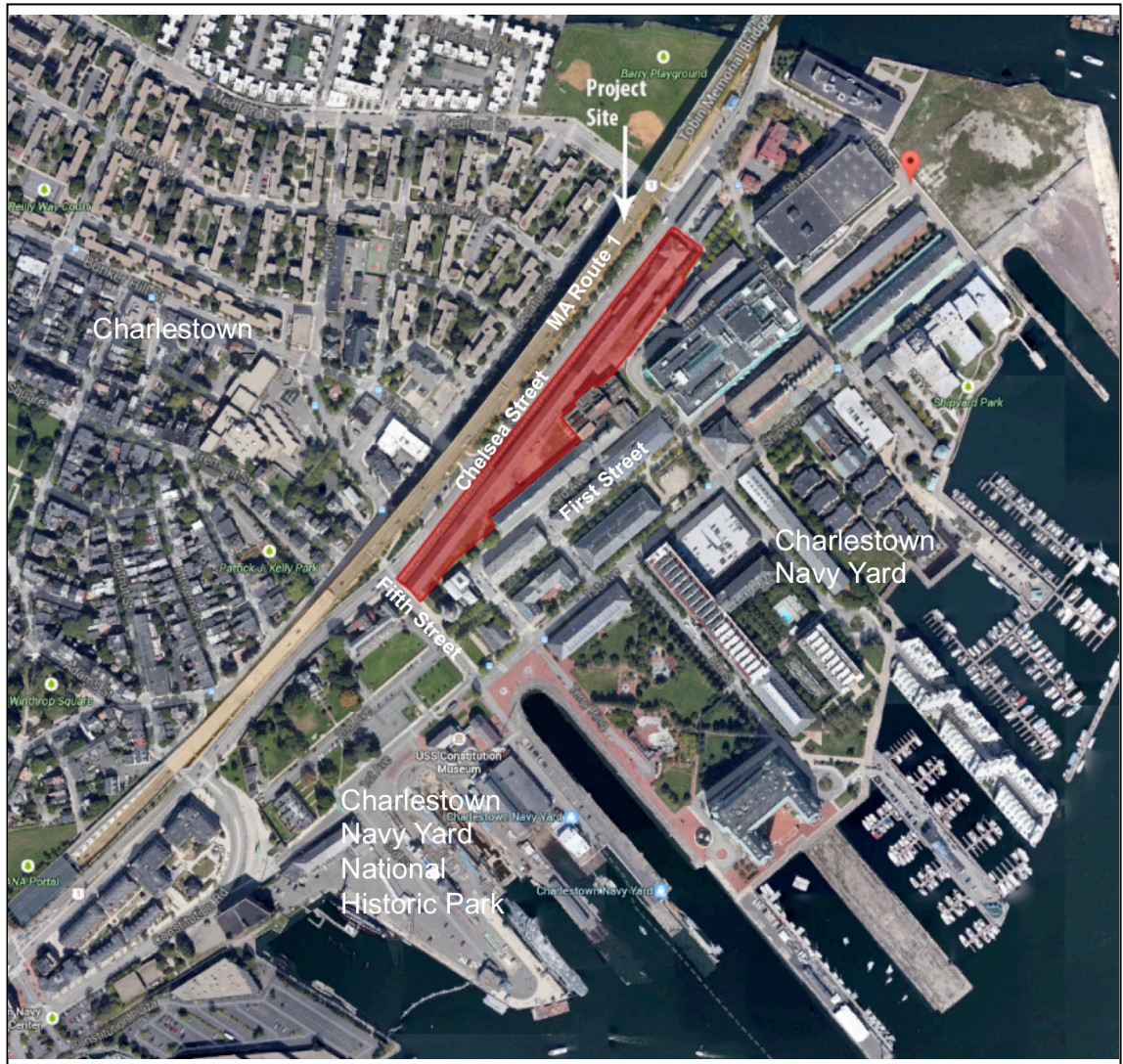
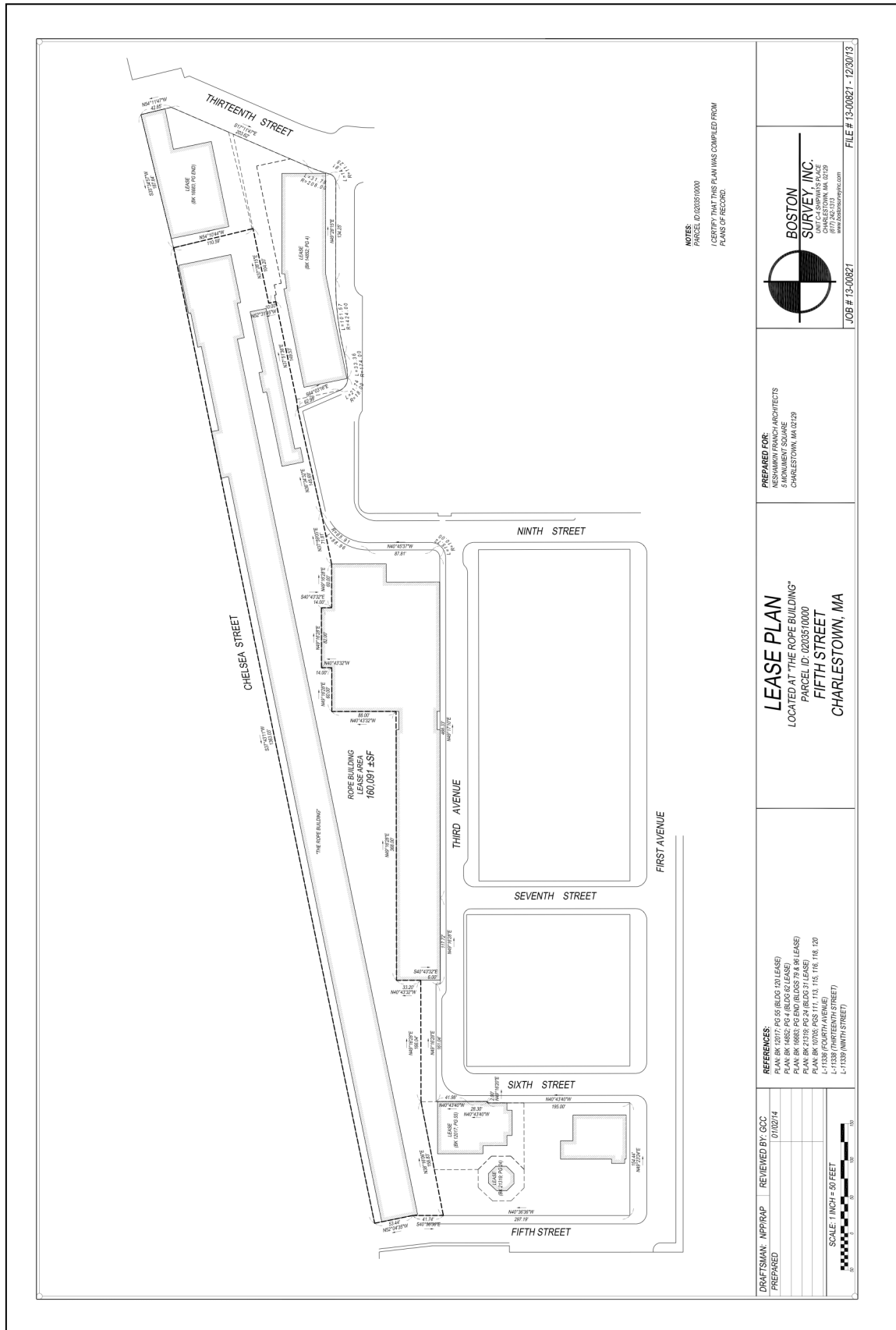


Figure 1-3 Survey Plan



NOTES:
 PARCEL ID: 0203510000
 1. VERIFY THAT THIS PLAN WAS COMPILED FROM PLANS OF RECORD.

BOSTON SURVEY, INC.
 100 STATE STREET
 CHARLESTOWN, MA 02129
 www.boston-survey.com

FILE # 13-00821 - 12/30/13

PREPARED FOR:
 MESHAMIAN FRANCH ARCHITECTS
 6 MONTGOMERY SQUARE
 CHARLESTOWN, MA 02129

LEASE PLAN
 LOCATED AT "THE ROPE BUILDING"
 PARCEL ID: 0203510000
 FIFTH STREET
 CHARLESTOWN, MA

REFERENCES:
 PLAN BK 15017; PG 55 (BLDG 100 LEASE)
 PLAN BK 14827; PG 4 (BLDG 62 LEASE)
 PLAN BK 14883; PG 50 (BLDG 78 & 91 LEASE)
 PLAN BK 15028; PGS 111, 113, 115, 116, 118, 120
 L-11336 (FOURTH AVENUE)
 L-11338 (THIRTEENTH STREET)
 L-11339 (NINTH STREET)

DRAFTSMAN: NPP/RAP REVIEWED BY: GCC
 PREPARED: 01/02/14

SCALE: 1"=50' FEET

The Ropewalk is in the section of the Charlestown Navy Yard that was designated by the General Services Administration for preservation and development and by the Boston Redevelopment Authority as the Historic Monument Area ("HMA") to fulfill the GSA mandate. Buildings in this section of the Navy Yard are one, two and three story granite and masonry structures originally constructed to support the operations of the Navy Yard. While many of the historic structures in the HMA have been renovated for commercial office, medical office and biotech research uses, the Ropewalk and Tar House Buildings and immediately abutting structures have remained vacant since the closing of the Yard.

The Ropewalk is being developed to create the best possible new use for this historically significant property, while carefully preserving all of the portions and features which convey its historical, cultural and architectural values. The Project has been designed to be consistent with the applicable design guidelines outlined in the BRA Program for Preservation and Utilization and the U.S. Secretary of Interior's Standards for Rehabilitation. The project will also include approximately 12,000 square foot interior museum space and display space. The exterior exhibition and demonstration space, the "Flirtation Walk", is roughly 14,000 square feet. Approximately 3,000 square feet on the eastern end of the building will consist of machine displays utilizing equipment remaining onsite as well as machines from the BNHP collection, together with other artifacts, images, media, and interactive displays. The continuous 6,000 square foot hall on the southeast portion of the building maintains the visual impact of the vast character of the building. It will also have a mural featuring the history of the site. The building program also includes approximately 6,000 square feet of storage for the museum's use to store rotating equipment to be displayed in the exhibit area.

The residences will be home to a diverse mix of families and young professionals that value convenience, connectedness, diversity, and the excitement of a vibrant urban environment. They are looking for the rare combination of extreme proximity to downtown and relative quiet that only the Navy Yard can provide. Further this project will offer a direct connecting to Boston's, and this country's, history while offering everything expected of a newly built community. This project meets those values by providing residents with a professionally managed, mixed income community that is ideally located and features new and modern amenities.

1.3 Description of Changes

1.2.2 PNF Program/NPC Adjustments

The Project Notification Form submitted on April 30, 2014 summarized the proposed revitalization of the Ropewalk structures. The development proposal called for a sensitive program of historic restoration and an innovative interior design theme for approximately 90 new residential rental units. Following the design suggestions from the BRA, the Team proposed to create new housing through a renovation process that will retain as much of the existing interior building components as possible. In accordance with the Federal Design and Restoration Guidelines for the Ropewalk the exterior of the Ropewalk building will remain unchanged with the exception of an additional entrance to meet building code requirements for access. The new site design will create a park-like setting for the building including recreation of the Flirtation Walk and new stairs and gates will provide access to the site from Chelsea Street.

Ropewalk Museum

The PNF plans were developed based on record drawings made available by the National Park Service and assumptions relative to creating bedroom space in accordance with building codes. Existing conditions documentation revealed the Ropewalk's Mill Building is fifteen (15) feet longer than record drawings showed however, actual building area was verified at 117, 011 square feet, consistent with areas identified in the PNF. The project team determined that the best way to utilize this dimensional correction was to increase the area available for the proposed Ropewalk Museum. The Museum will now be approximately 3,058 square feet.

Residential Program

The Proponent and its design team have advanced the approved residential concept to insure the unit designs were fully compatible with restoration standards. A review of fenestration standards dictated by the International Building Code revealed that the existing windows did not provide sufficient light for the three bedroom units proposed for the Ropewalk's Mill Building. To solve this conflict, the three bedroom units have been changed to two bedroom units, some with dens. As a result, the overall unit count increased from approximately 90 to 97, an increase of less than 10%. It also resulted in a dramatic decrease in the number of bedrooms overall – from 172 to 143, a decrease of approximately 17%.

The final design for the Headhouse and Tar House units also impacted the unit count as was predicted in the PNF. Those adjustments are also noted in the revised Unit Matrix.

Table 1-1 Unit Matrix

THE ROPEWALK					
Mill Building					
	UNIT TYPE	PNF UNIT COUNT	PNF BEDROOM COUNT	NPC UNIT COUNT	NPC BEDROOM COUNT
	MUSEUM	1		1	
	1 BED / 1 BATH	43	43	50	50
	2 BED / 1 BATH	7	14	18	36
	2 BED / 2 BATH + DEN	0	0	22	44
	3 BED / 2 BATH	35	105	0	0
	STUDIO / 1 BATH	0	0	2	2
Building GSF: 108, 537	SUBTOTALS	85	162	92	132
Tar House					
QUANTITY	UNIT TYPE	PNF UNIT COUNT			NPC UNIT COUNT
	3 BED / 2 BATH	2	6	1	3
	2 BED / 2 BATH	2	4	2	4
	2 BED / 2 BATH + DEN	0	0	2	4
Building GSF: 8,474	SUBTOTALS	4	10	5	11
	TOTALS	89	172	97	143

1.4 Consistency with Zoning

The Project Change does not affect the use or dimensional requirements for the Ropewalk Project. The only adjustment to be sought is parking relief as an increase in the number of units affects parking rations as set in Article 42F-10. As noted in the PNF, parking for the Project can be accommodated in the existing Navy Yard parking garages. There are several parking structures proximate to the Project that future tenants could utilize (see PNF Transportation Component for parking inventory). Additional information regarding negotiations with parking facilities and lease agreements is provided in this NPC in the Transportation update.

The Proponent has received approval from the BRA relative to the Article 80 Development Review Process - Large Project Review. As noted in this NPC, the project changes will not produce changes to the accessed impacts so further review under Article 80 is not anticipated. The Project will proceed through the BRA's design review process and receive approval of plans submitted to ISD for building permits. The Proponent is expecting to file documents with ISD in the coming weeks to initiate the zoning review process but anticipates that no Zoning Board of Appeal action will be required related to variances from the Zoning Code.

1.5 Design Exhibits

The Proponent retained The Architectural Team to advance schematic plans included in the PNF as prepared by Neshamkin French Architects (NFA). Both the PNF and revised site and floor plans are provided in this NPC to diagram the new unit distribution. Drawings illustrating the exterior restoration have not been provided as those improvements have not changed from the PNF/Schematic Design. A complete set of Design Development drawings has been submitted to the BRA and applicable reviewing agencies. The plans reflect the Proponent's design objectives to conform to the BRA's Development Review Process and to the goals established in the Charlestown Navy Yard Master Plan.

Figure 1-4 PNF Site Plan - Ropewalk

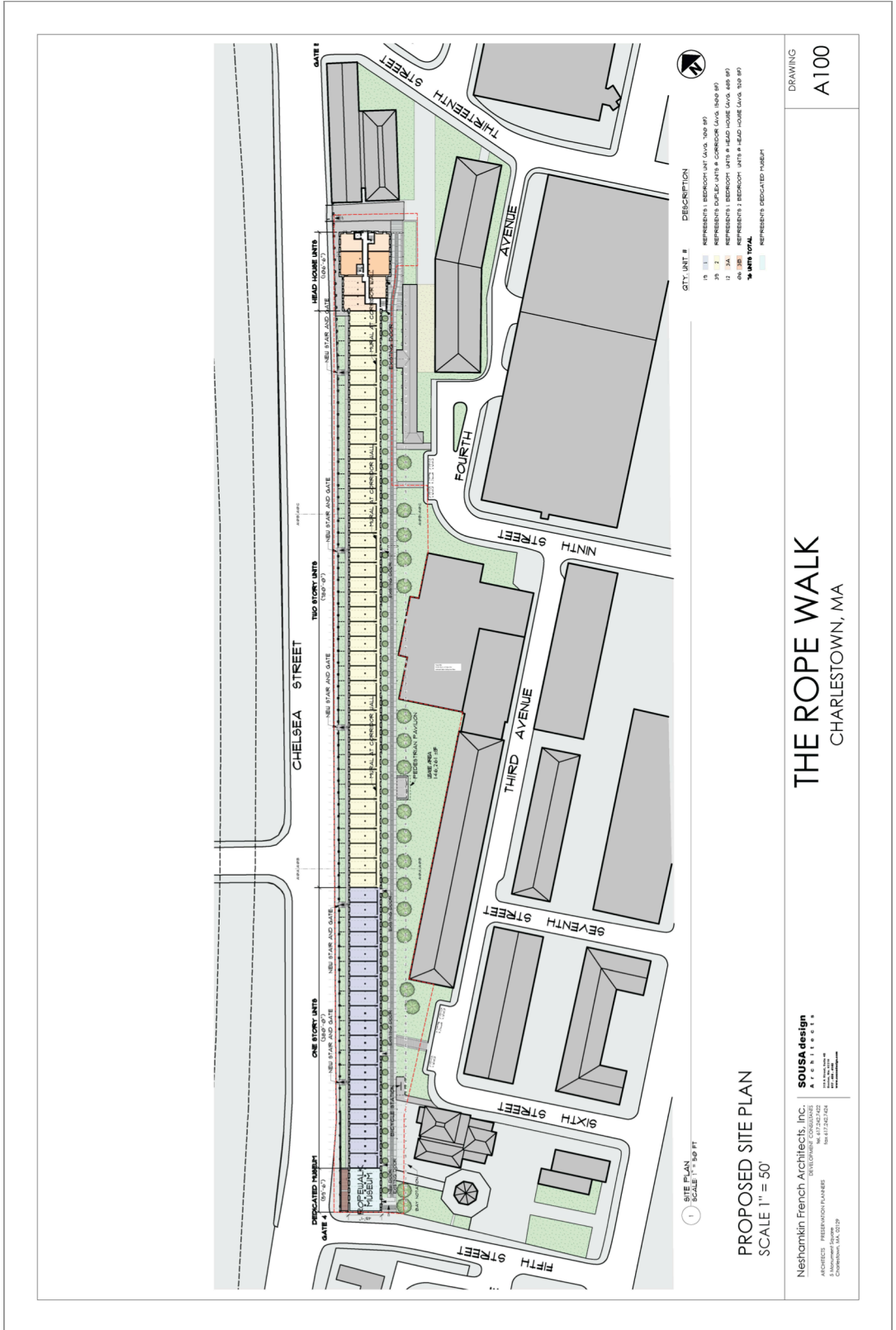


Figure 1-5 PNF Site Plan - Tar House

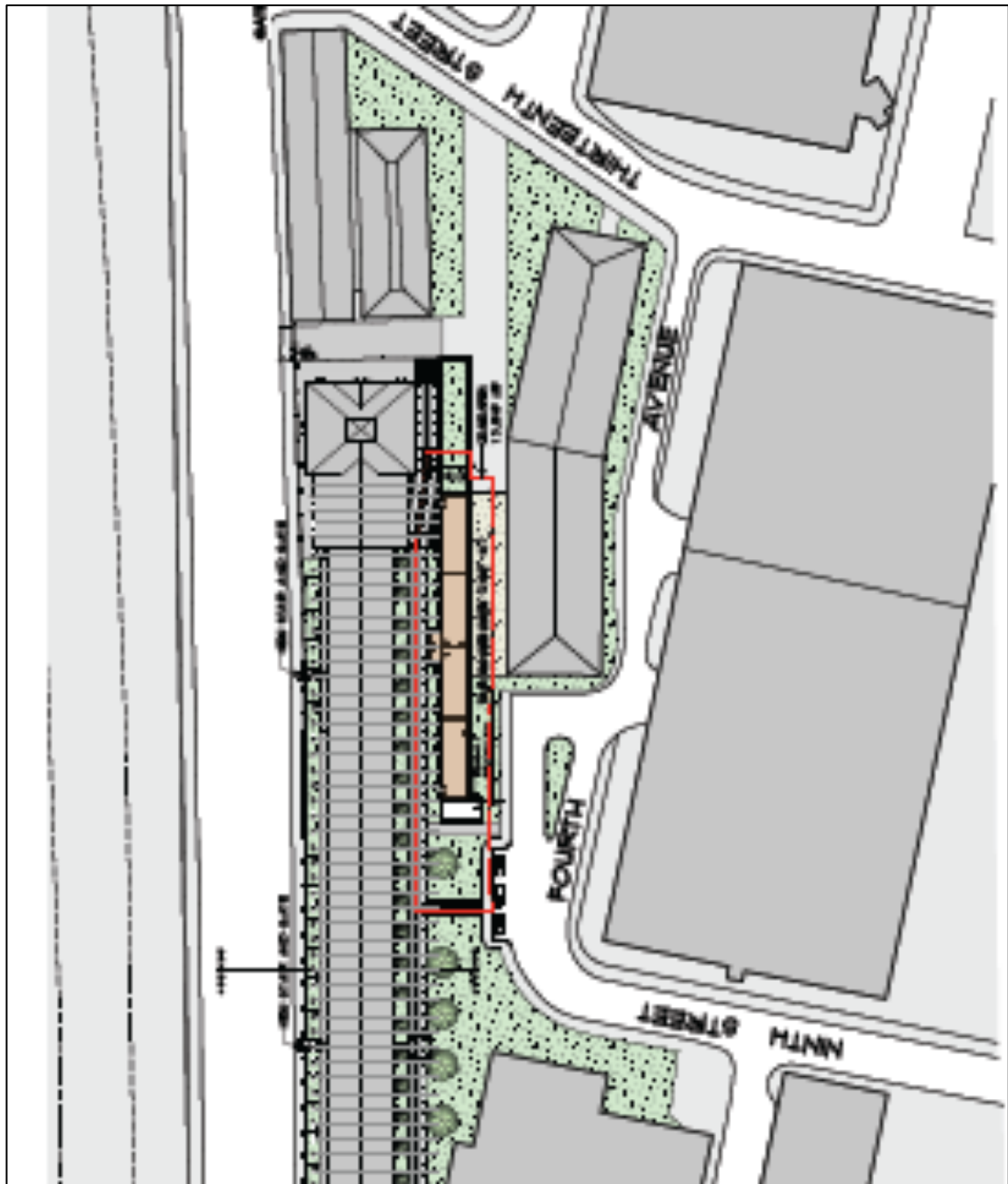


Figure 1-6 NPC Site Plan - Ropewalk/Tar House

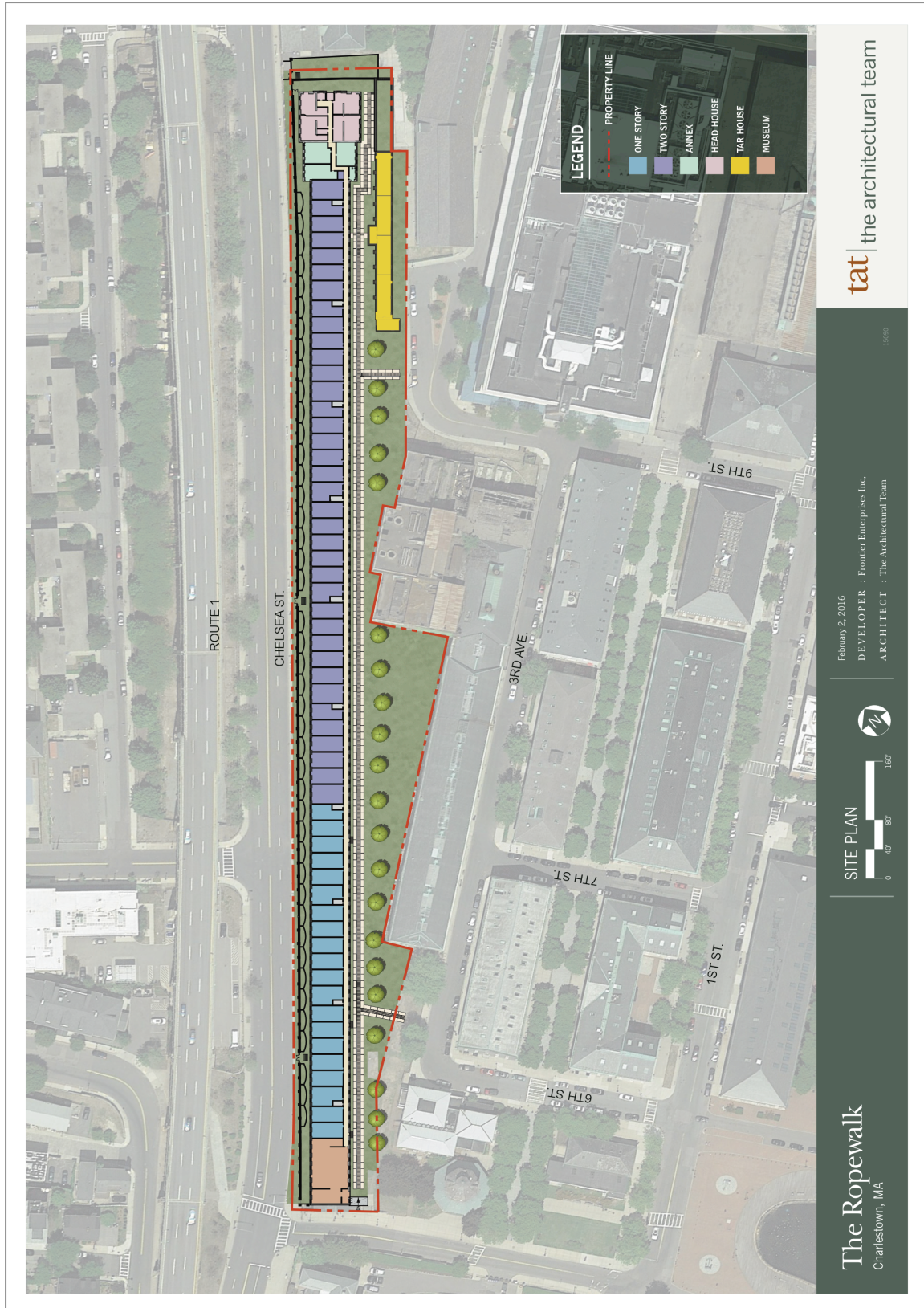


Figure 1-9 PNF Partial 1st/2nd Floor Plan - Ropewalk

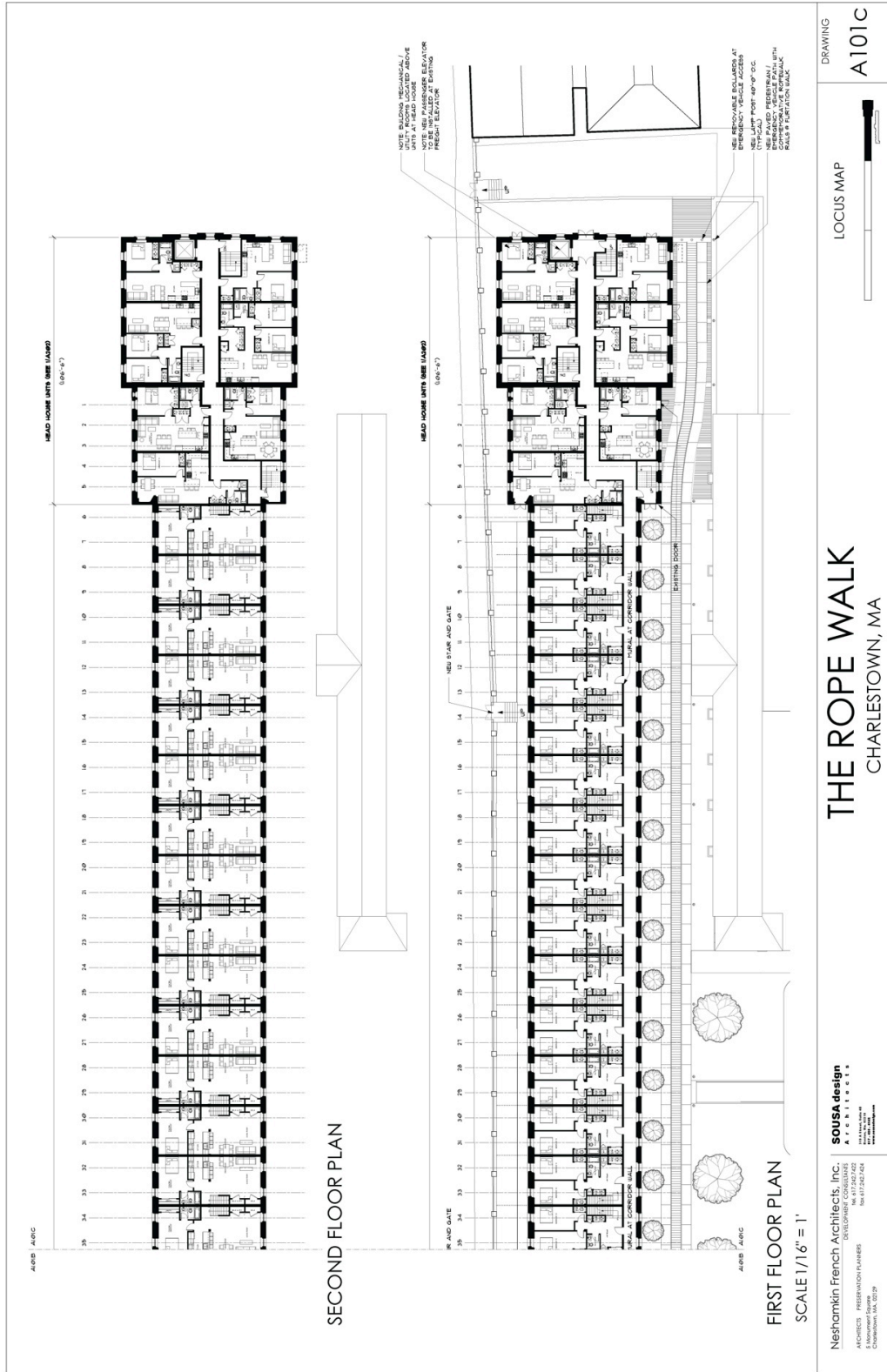


Figure 1-11 NPC 2nd Floor Plan - Ropewalk

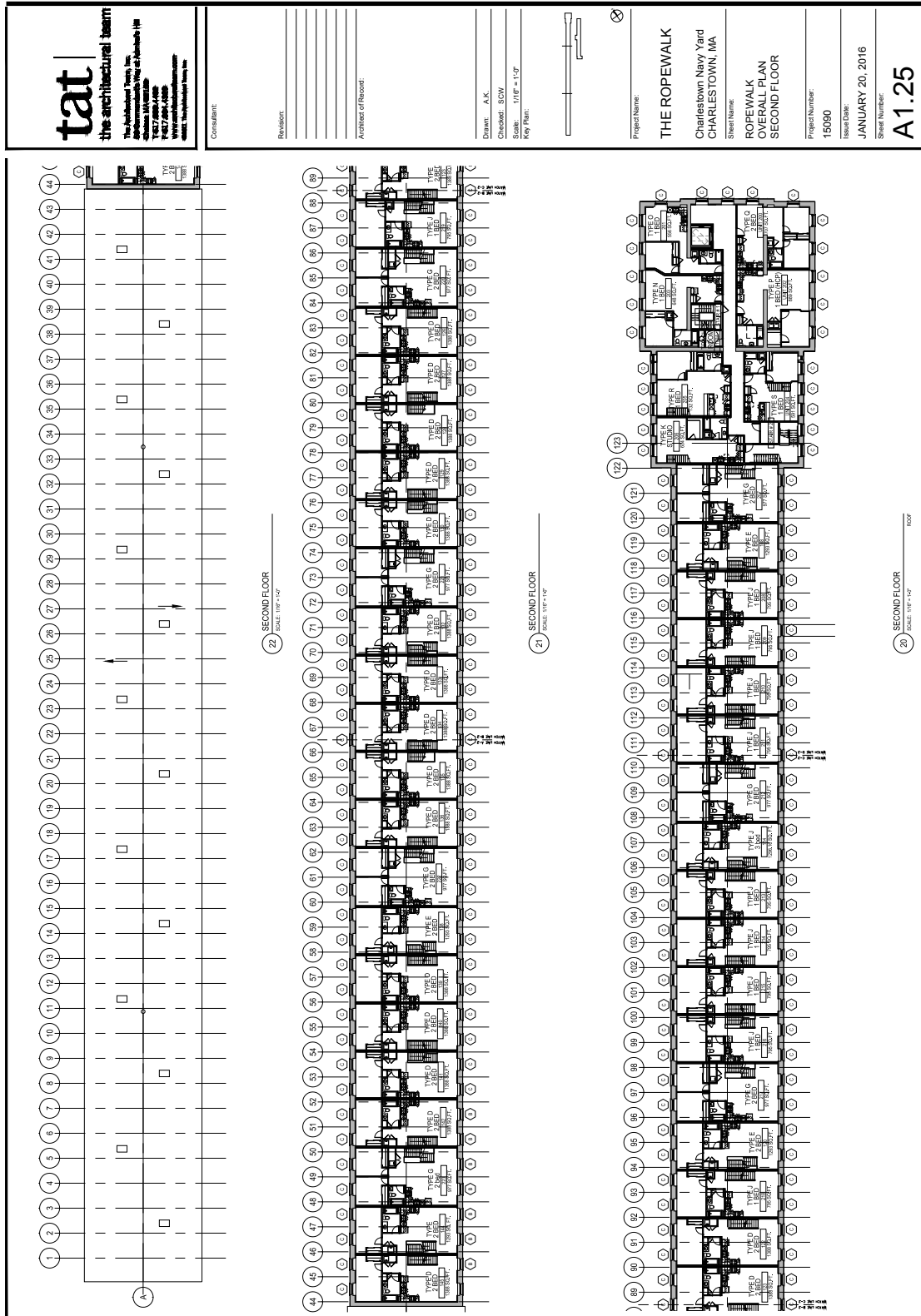
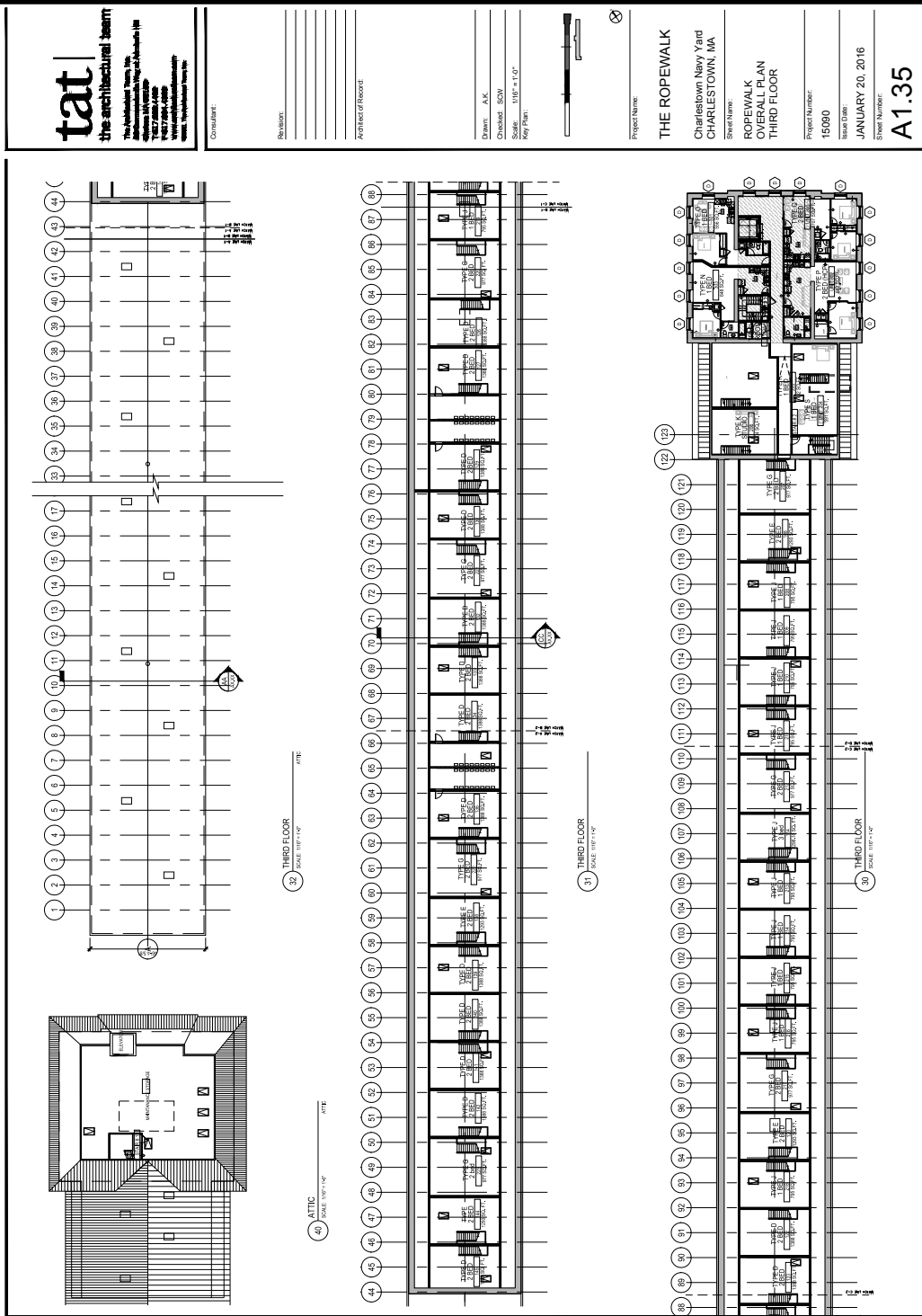


Figure 1-12 NCP 3rd Floor Plan - Ropewalk



<p>tat the architectural team</p> <p>1000 Park Street, Suite 200 Charleston, SC 29403 Tel: 843.726.4400 Fax: 843.726.4401 www.tatarchitect.com</p>		<p>Client: _____</p> <p>Architect: _____</p> <p>Contractor: _____</p> <p>Architect of Record: _____</p> <p>Drawn: A.K.</p> <p>Checked: S.W.</p> <p>Scale: 1/8" = 1'-0"</p> <p>App. Date: _____</p>
<p>Project Name: THE ROPEWALK</p> <p>Charlestown Navy Yard CHARLESTOWN, MA</p> <p>Sheet Name: ROPEWALK OVERALL PLAN THIRD FLOOR</p> <p>Project Number: 15090</p> <p>Issue Date: JANUARY 20, 2016</p> <p>Sheet Number: A1.35</p>		<p>Comments:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>

Figure 1-13 PNF Tar House Plans

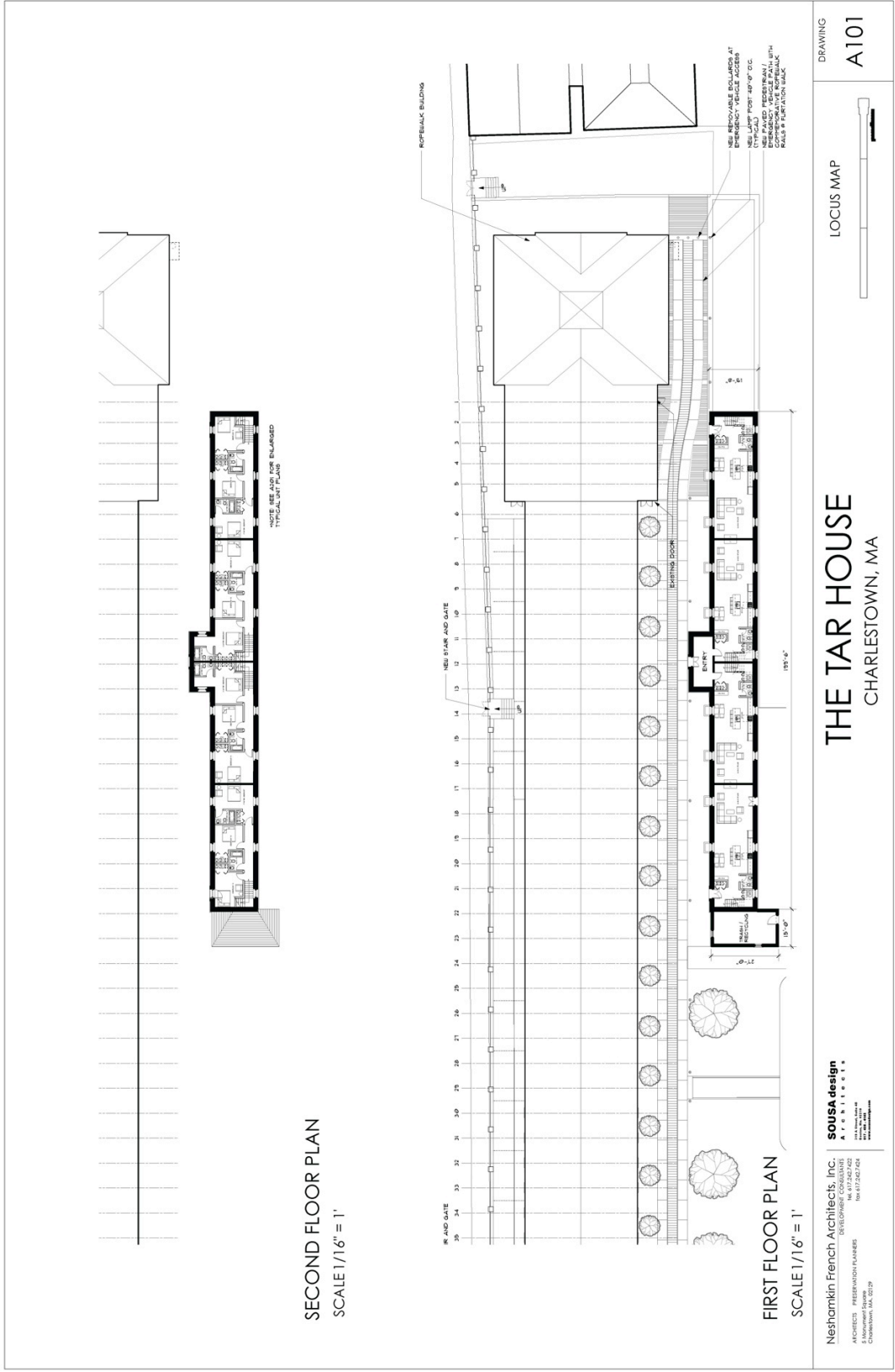
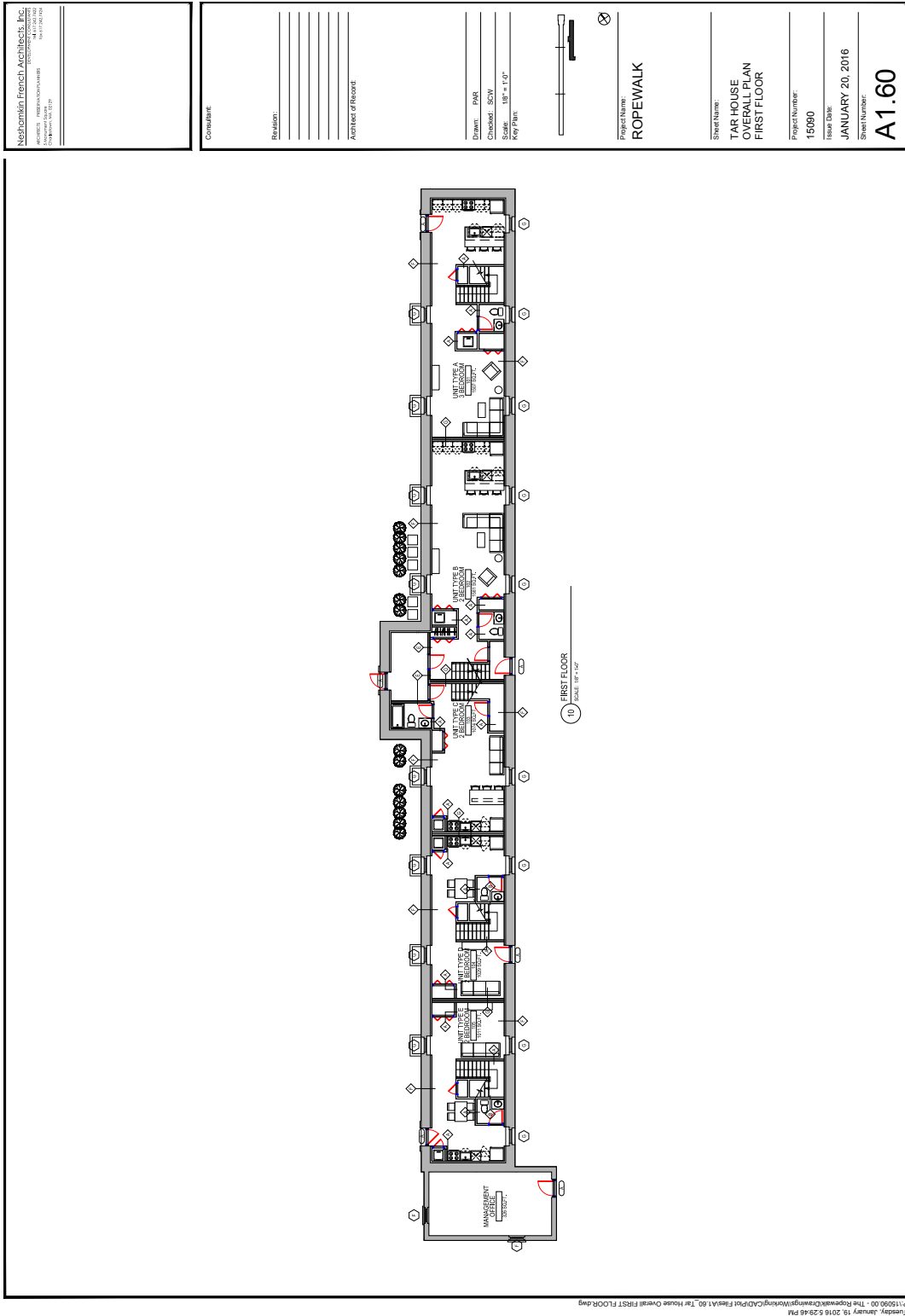


Figure 1-14 NCP 1st Floor Plan - Tar House



2.0 ASSESSMENT OF DEVELOPMENT REVIEW COMPONENTS

The following summarizes the impact the project changes will have on the development review components provided in the PNF. The change in unit count will not alter the qualitative or quantitative impacts of the proposed development that would require an adjustment of proposed mitigation measures. As a result no additional analysis is anticipated.

2.1 Transportation

McClurg Traffic has reviewed the proposed project change to determine any impact the increase in unit counts might have on the transportation analysis provided in the PNF. As the PNF analysis showed, project related trip generation would not have an effect on traffic operations at any of the study intersections. A re-evaluation of traffic operations determined there would be a less than 10% increase in new trips at the studied intersections. The increase of one or two vehicles would not result in a reduction of LOS at any of these intersections. These findings are summarized in the attached memorandum.

An increase in units would result in a minor increase in parking demand. The Proponent has made inquires with area parking facilities including Navy Yard garages to confirm space is available including the additional five or six spaces needed to meet this increased demand.

Since no resident parking can be provided on site, the Proponent proposes to include language in the apartment leases obligating residents to secure space in the area facilities. A draft of that language as well as the results of inquires related to parking availability as noted above is included in the appendices.

2.2 Environmental Protection

2.2.1 Wind

The exterior of the Project has not changed – Wind impacts as determined in the PNF stand.

2.2.2 Shadow

The exterior of the Project has not changed – Shadow impacts as determined in the PNF stand.

2.2.3 Daylight

The exterior of the Project has not changed – Daylight impacts as determined in the PNF stand.

2.2.4 Solar Glare

The exterior of the Project has not changed – impacts related to Solar Glare as determined in the PNF stand.

2.2.5 Air Quality

Analysis in the PNF determined there would be no impact on the long-term air quality attributed to emissions from project-related mechanical equipment or from pollutant emissions from vehicular traffic attributed to the proposed development. Changes resulting from design development analysis have resulted in a minor increase in the unit count from 90 to 97 units and will not result in change in intersection Level-of-Service.

2.2.6 Water Quality

The scope and contraction management processes for the proposed Project have not changed. Therefore, as noted in the PNF there will be no impact on the water quality of nearby water bodies.

2.2.7 Flood Hazard Zones/Wetlands

The exterior of the Project has not changed – information provided in the PNF regarding Flood Hazard Zones and Wetland impacts stand.

2.2.8 Geotechnical/Groundwater

The exterior of the Project has not changed – Potential impacts to Groundwater as determined in the PNF stand.

2.2.9 Solid and Hazardous Wastes

The Construction procedures as proposed of the Project have not changed so the PNF analysis related to processing of existing building materials and other hazardous wastes still applies. The PNF analysis related to Operational Waste also still applies since this impact is based on bedroom count and the number of bedrooms has been reduced,

2.2.10 Noise/Vibration

The final design for HVAC equipment and the associated sound generation is not available at this time. However, as noted in the PNF, the Project's mechanical equipment is not expected to result in a perceptible change in background noise levels. If required, a supplemental noise analysis can be prepared to insure the Project's compliance with the City of Boston Noise Ordinance.

2.2.11 Construction Impacts

The Project scope has not changed – Construction impacts as determined in the PNF stand. A Construction Management Plan (CMP) will be submitted to BTM for review and approval prior to issuance of a building permit.

2.2.12 Rodent Control

The Rodent Control measures as delineated in the PNF remain unchanged.

2.3 Urban Design and Historic Resources

The Urban Design goals and benefits as noted in the PNF remain unchanged. The restoration and adaptive use of the Ropewalk and Tar House Buildings should significantly improve the public realm of both the traditional Charlestown community and that of the newer emerging Navy Yard residents by forming a physical and visual link between the two. The restored buildings and their interpretive exhibits will reinforce and continue the art and history of Naval Ship Building in the Navy Yard while creating much need housing in the area.

The benefits related to the City's Historic Resources continue to be one of the most important benefits of the Proposed Project allowing for the retention and restoration of two historically significant buildings in the Charlestown Navy Yard. The Proponent continues to work with the BRA to design a historically sensitive restoration of the exterior shell in full conformance with guidelines established by the General Services Administration's program for Preservation and Utilization as well as the BRA's subsequent master plan.

2.5 Infrastructure Systems

The Project area has not changed, only the number of bedrooms, which is the primary determinant of impacts on the existing Infrastructure. Therefore, the impact analysis related to domestic water and energy systems as identified in the PNF still applies. The Stormwater Management System also remains unchanged.

2.6 Sustainable Design

The Green Building Report was submitted to the Interagency Green Building Committee on June 12, 2015 pursuant to Article 37 of the Boston Zoning Code. This report will be updated and resubmitted prior to the filing for building permits with the Inspectional Services Department. The revised Report will include not only the program changes noted in this NPC but also the revised narrative that provides additional information on building systems and construction procedures to insure compliance with that narrative.

3.0 COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

3.1 Massachusetts Environmental Policy Act

The NPC does not increase the Project sufficiently to meet the thresholds for review under the Massachusetts Environmental Policy Act (MEPA).

3.2 Massachusetts Historical Commission

In a letter issued on March 16, 2015, MHC found the proposed Rehabilitation of the Ropewalk and Tar House resulted in no adverse effect conditioned on final approval by the National Park Service.

3.3 Boston Landmarks Commission

A Certificate of Design Approval with Provisos for the proposed Rehabilitation of the Ropewalk and Tar House was issued by the Boston Landmarks Commission on July 3, 2014. Compliance to those provisos is ongoing.

3.4 Architectural Access Board Requirements

The Project will comply with the requirements of the Architectural Access Board and the standards of the Americans with Disabilities Act.

3.5 Boston Civic Design Commission


Article 28 of the Boston Zoning Code stipulates that projects over 100,000 square feet shall be subject to review by the Boston Civic Design Commission. The BCDC Review was completed in advance of the BRA Public Hearing on the Article 80 process.

3.6 Community Outreach

The Proponent will present the project modifications noted in this Notice of Project Change at a Community Meeting scheduled to be held in 2016.

4.0 PROJECT'S CERTIFICATION

This Notice has been submitted to the Boston Redevelopment Authority as required under its Development Review Procedures.



Signature of Proponent's Representative

Joseph Timilty,
Frontier Enterprises, Inc.

March 10, 2016

Date



Signature of Preparer

Thomas Maistros, Jr.
Development Consultant

March 10, 2016

Date

McClurg Traffic

MEMO

DATE: January 28, 2016

TO: Thomas Maistros, Jr., AIA, Project Manager/UD Consultant

FROM: Andrew McClurg

RE: Article 80 review, Ropewalk residential development, Charlestown

A change is contemplated for the Ropewalk project, from 90 dwelling units to 97. In connection with a Notice of Project Change (NPC), you asked for an assessment of the traffic impacts of the increase of 7 (seven) dwelling units.

The change in the project's traffic generation will be negligible. As shown in the Transportation section of the Project Notification Form (PNF), the trip generation rate per dwelling unit (du) for the residential use (Condo/Townhouse¹) is .44 trips in the AM peak hour and .52 in the PM peak hour. Following Boston Transportation Department guidelines, an auto mode share, for Charlestown home-based trips, of 57% was applied to this rate. Accordingly, the Ropewalk project was originally, with 90 du, projected to generate 23 trips in the AM peak hour and 27 in the PM peak hour. At 97 du, the project's peak-hour trip generation will increase to 24 in the AM and 29 in the PM. Trip generation is thus projected to increase, as a result of the change in program, by one vehicle-trip in AM peak hour and two in the PM peak hour.

¹ Land Use Code 230. Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

ROPEWALK TENANT LEASE PROVISION RE: PARKING

AGREEMENT TO PARK IN PARKING FACILITY

(a) If Tenant or any other permanent resident (a “Unit Resident”) of the Unit owns an automobile or other motor vehicle (a “Unit Vehicle”), then as a condition to rental of the Unit to Tenant, and prior to occupancy of the Unit, each such Unit Resident shall enter into a written agreement (the “Parking Agreement”) to secure a parking space for each Unit Vehicle in one of the following parking facilities (each a “Parking Facility”), and shall provide Landlord with a copy of such Parking Agreement.

Constitution Center
Nautica Garage
Flagship Wharf
22 Bedford Street
Building 199 Garage

(b) At all times during the term of this Lease, Tenant and any other Unit Resident shall maintain a Parking Agreement with respect to each Unit Vehicle, and shall pay all parking charges on or before the due date thereof and comply with all covenants, terms and conditions of such Parking Agreement. Each Parking Agreement shall contain a provision requiring the operator of the Facility to give Landlord timely notice of any Tenant’s or other Unit Resident’s failure to pay any parking charge when due or to comply with any other term or condition of such Parking Agreement. Any such failure or default under a Parking Agreement with respect to any Unit Vehicle shall constitute a default under this Lease. If Tenant’s or other Unit Resident’s failure to cure any such default under a Parking Agreement results in termination thereof, then Landlord shall have the right to terminate this Lease immediately upon notice to Tenant.

(c) As a condition to renewal of the term of this Lease, Tenant shall, no later than 30 days prior to the end of the then current one year Lease term, provide Landlord with receipts or other satisfactory evidence of payment for parking space for each Unit Vehicle in a Parking Facility during the current Lease term. In the event that Tenant fails to comply with such condition, then Tenant shall forfeit any and all rights to renew this Lease, and this Lease shall terminate at the end of the then current Lease term.

(d) In the event of termination or non-renewal of this Lease pursuant to the paragraphs (b) or (c) above, Tenant shall forfeit the security deposit paid pursuant to Section ____ hereof in its entirety, such security deposit shall automatically revert to Landlord and Landlord shall not be obligated to return any portion thereof to Tenant.

(e) Tenant agrees that Landlord may at any time contact the Massachusetts Department of Motor Vehicles and City of Boston Parking Clerk to verify registration of a motor vehicle in the name of Tenant or other Unit Resident and issuance of a City of Boston parking sticker with respect to any Unit Vehicle.

Chavolla, David J.

From: Chavolla, David J.
Sent: Friday, March 04, 2016 12:26 PM
To: Joseph F. Timilty; Joseph Timilty (josephtimilty@verizon.net)
Cc: Amanda Scheirer (amanda@boston-management.com)
Subject: FW: Ropewalk; Parking
Attachments: 20160304_10391343306.PDF

As a condition to leasing a unit at the Ropewalk, all residents with vehicles will be required to show they have rented a space at a garage facility in the Navy Yard vicinity. In order to renew a unit lease, such residents will have to show proof of payment for their spaces.

Frontier Enterprises, Inc. has received the following commitments for garage space for Ropewalk tenant use:

- (1) On March 3, 2016 Joseph Timilty met with Partners Healthcare and received its commitment to permit overnight parking (4:30 pm until 8:30 am) at the Building 199 Garage by all Ropewalk residents, subject to BRA approval.
- (2) In its March 2, 2016 letter, a copy of which is attached, National Development indicated availability of space for all Ropewalk residents in its surface parking lot at Constitution Center during evening hours (after 5:00 p.m.) and on weekends.
- (3) In its March 3, 2016 letter, a copy of which is attached, VPNE Parking Solutions authorized parking of up to 25 vehicles for Ropewalk residents in its parking facility at 34-44 Charles River Ave., Boston, MA.
- (4) In her e-mail dated March 2, 2016, a copy of which is attached, Frontier's representative, Amanda Scheirer, confirmed availability of 25 parking spaces for Ropewalk residents at the Nautica Garage, 88 Constitution Road, Charlestown, MA. Parking on a monthly basis is available. Individuals will be required to provide documentation for 24-hour garage access.
- (5) In her e-mail dated February 26, 2016, a copy of which is attached, Amanda Scheirer, confirmed availability of 25 parking space for Ropewalk residents at the Patriot Parking facility in Sullivan Square, Charlestown, MA.

David J. Chavolla
Casner & Edwards LLP
303 Congress Street
Boston, MA 02210
Telephone: (617)426-5900
Fax: (617)426-8810
Email: chavolla@casneredwards.com

-----Original Message-----

From: Lally, Mary
Sent: Friday, March 04, 2016 10:40 AM
To: Chavolla, David J.
Subject: Emailing: 20160304_10391343306.PDF



2310 Washington Street
Hewton Lower Falls,
MA 02462

Phone: 617.527.9800
www.natdev.com

March 2, 2016

Mr. Joseph Timilty
30 Green Lodge
Canton, MA 02021

Dear Mr. Timilty:

As the owner of the surface parking lot at Constitution Center, I am writing to confirm that we typically have available parking in our lot during evening hours (after 5:00 p.m.) when our office parkers are not on the premises. The parking lot is used in the evening for parking for Boston Garden events, hotel parking and occasional special events, although is typically not at capacity. We understand that you are planning 97 units of housing in the adjacent Navy Yard. The Constitution Center lot typically will be able to accommodate evening and weekend parking at market rates on a space available basis. Monthly evening parking (during designated hours) can be arranged.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ted Tye', written over a light blue horizontal line.

Ted Tye
Managing Partner



3.3.16

To Whom it May Concern,

Please allow this letter to serve as authorization to park up to 25 vehicles in our parking facility located at 34-44 Charles River Ave, Boston, MA 02129. Parking spaces may be utilized on a monthly basis and the cost per space will be at prevailing market rates.

VPNE Parking Solutions is the Operator/Manager of this parking facility.

Sincerely,

Thomas MacKinnon
VPNE Parking Solutions

Chavolla, David J.

From: Amanda Scheirer <amanda@boston-management.com>
Sent: Wednesday, March 02, 2016 11:15 AM
To: eroderick@pilgrimparking.com
Cc: Chavolla, David J.; Joseph Timilty; Joseph Timilty
Subject: Pilgrim parking Nautica garage at 88 Constitution Rd Charlestown, MA

Mr. Roderick,

Thank you for returning my call yesterday. It is my understanding the Nautica garage, located at 88 Constitution Road, Charlestown, MA currently has minimum overflow parking of approximately 25 spaces for monthly availability. This was based on speaking with the onsite manager Michael. We would anticipate beginning construction Summer 2016 and direct contractors to park at this lot. This would transition into residential overflow parking for residents of the Charlestown Ropewalk, LLC. The monthly rate is currently \$225 with a \$20 activation fee. Please feel free to contact Mr. Joseph F. Timilty, Joseph Timilty, or David Chavolla esquire. An email confirmation of current availability will assist us with informing the board of local resources.

Sincerely,

--

Amanda Scheirer

Boston Project Management

C:917-806-7971

amanda@boston-management.com

www.boston-management.com

Chavolla, David J.

From: Amanda Scheirer <amanda@boston-management.com>
Sent: Friday, February 26, 2016 6:20 PM
To: Chavolla, David J.; Joseph Timilty; Joseph Timilty
Subject: Fwd: Monthly spots at Sullivan Square w/ Patriot PArking letter of intent

See below for parking confirmation and representation. Location is in Charlestown local business owner not a national corporation.

----- Forwarded message -----

From: Patriot Parking <patriotparking@verizon.net>
Date: Fri, Feb 26, 2016 at 5:50 PM
Subject: Re: Monthly spots at Sullivan Square w/ Patriot PArking letter of intent
To: Amanda Scheirer <amanda@boston-management.com>
Cc: Eric Lane <elane676@verizon.net>

Thank you Amanda, this accurately summarizes our discussions.

The monthly rate was recently increased, so we expect it to be stable for the foreseeable future. We did confirm, however, that we would charge you the same rate as our other monthly customers, in the event there is a rate increase in the future.

Let me know if you need a more formal representation from Patriot for any upcoming permits or hearings.

Charles Lane
Patriot Parking
www.PatParking.com
(781) 718-6575

On Feb 26, 2016, at 5:10 PM, Amanda Scheirer <amanda@boston-management.com> wrote:

Mr. Charles Lane,

Thank you for speaking with me today. Charlestown Ropewalk, LLC is interested in reserving 25 monthly spots commencing at the start of construction anticipated for Summer of 2016. Once construction documents are submitted for permit we will notify Patriot Parking that we anticipate requiring onsite construction parking in approximately thirty days. During construction the Offsite monthly parking is currently at \$140 dollars for weekdays (5 days per week) and if necessary a seven day monthly pass is \$170 per month. We anticipate that immediately following construction completion the overflow of residential parking will be directed to the Sullivan Station site located at 5 Maffa Way in Charlestown, MA. This is anticipated to be 25 spots. The rate would only be 7 day monthly currently (\$170) as residents are required to provide parking leases for their vehicles.

Please feel free to contact Joseph Timilty 843-267-9465 or me with any questions.

Thank you

--

Amanda Scheirer

Boston Project Management

C:917-806-7971

amanda@boston-management.com

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