Pier 5 RFP Zoom Meeting Questions and Answers **(in Bold)**

1. Dimensions

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

The Project's residential components are 100,775 sf and with the promenade, parks, boat slips, and floating saltmarsh added, the area of development would approximate to 130-135,000 sf. The project is conceptual in nature and square footages will likely change throughout the process.

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

The height of the floating structures are 36' from the waterline to the top of structure. So, if the mean high tide line is 4-5 feet below the Harborwalk, the top of structure would be 31-32' from the Harborwalk.

2. Describe how the project will be ADA compliant.

Where practicable, ADA applicability and requirements for access will be adhered to. The design currently splits the tide swing in half, which will lessen the slope of all gangways and ramps, removing the need for motorized lifts.

3. Provide the following details on the housing program: a. Number of units broken down by unit type

Type A – 2 Bed	**6**	**1,184**
Type B - studio	**36**	**592**
Type C - 2 Bed (duplex)	**6**	**1,485**
Type D - 2 Bed	**5**	**904**
Type E - 3 Bed	**12**	**2,153**
Type F - 3 Bed	**8**	**2,153**
Type G - 3 Bed	**8**	**2,519**
Type H - 5 Bed	**3**	**3,014**
Type J - 2 Bed (duplex)	**6**	**1,206**
Type K - 1 Bed	**24**	**665**
Type L - 2 Bed (duplex)	**18**	**1,485**
Type M - 2 Bed (duplex)	**6**	**1,442**

b. Number and percentage of units that are affordable **–**

The affordable component percentage is 13% of total unit count

c. Price point for market-rate units –

Market rate units are proposed averages $3.70-$3.90 per SF, which is market for the Navy Yard Rentals currently.

d. Affordability level of affordable units

The focus would be to provide workforce housing in these units. There is, as we see it, a dumbbell effect in the city where you have deeply affordable units and high end market rate units and so the middle market workforce has been constantly squeezed out of housing in Boston, and so our approach would be to supply our affordable unit to meet this unmet demand.

e. Are the units rental or condo, and why?

We currently propose the project as a rental project and it will be managed as a first-class institutionally-owned complex. Because of the ground lease scenario, we have opted to propose rentals for ease of ownership and financing, but we will also investigate options for for-sale units with debt and equity providers.

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

There are 100-112 parking spaces built and vacant in Flagship Wharf. Whomever is to prevail on this proposal will likely secure an agreement in either a long-term lease for the spaces or a purchase of the spaces. The existing valet system will likely be augmented due to the added use of these spaces for efficiency.

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?

Trash removal will be decentralized and each building will house rolling containers to accept 6-12 units at a time. Trash rooms will either be built into each building or will be outside and in enclosures. Management will collect the trash, compost, and recyclables on an almost daily basis and will bring the waste stream components to a trash compactor housed internally in the maintenance building adjacent to the Harborwalk. The compacted trash will then be towed to a pick up location on the Building 123 side to avoid additional congestion on 8th Street.

b. Water and sewage

Water and sewer will be handled through flexible connections from the complex and will be designed in a way to decouple blocks of housing from the utilities if needed. Potable water as well as water supply for hydrants will be taken from the public water source located at the end of Eighth Street. It will traverse below the deck and will be connected to the water main system for the floating and

fixed sections of the project. The sewer for the individual buildings will be connected to a forced main sewage disposal system and will be pumped underneath the dock sections and up into the City's gravity sewer system within Eighth Street. The sewerage, may at high tide, run via gravity depending on the tide and connection elevation.

c. Emergency vehicle access

Emergency vehicles will either approach from 8th Street or the Building 123 side to gain access to the complex. Regarding fire, the complex will have hose connects and hoses in cabinets out on the promenade and all structures will be 100% sprinklered. Vehicles cannot travel on top of the floating dock sections. A muster area will be provided for the emergency responders along with meeting the concierge service representative to escort the responders and their equipment on to electric vehicles than can traverse the dock sections. Coordination with the Boston Police as well as the Boston Fire Department and ambulance providers will be undertaken during the permit process to further develop the emergency response protocols and access and egress for the site. Boston Fire has a harbor unit docked at Burroughs Wharf as well and is 400 yards from the site.

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

While the first reaction from some in the residential community is that this proposal was designed to usurp regulatory mandates, but this cannot be further from the truth. The focus was to provide a first-class project that will be inviting to the public and will encourage the use of the open space provided and to significantly activate the watersheet on the harbor to get people on the water.

This innovative project has no precedent in the City of Boston or the Commonwealth, and may require the active collaboration and support of City and state agencies to authorize its construction and operation. We currently anticipate that among other permitting, the project will be subject to Chapter 91 licensing, which in turn is likely to require close coordination with the BPDA, and subsequently with the Department of Environmental Protection and the Office of Coastal Zone Management.

In order to comply with Chapter 91 without the need to amend the Municipal Harbor Plan or seek other legislative action, the spine of the pier, including the parks, dockage, gangways, saltmarsh, and any other structure is envisioned to be permitted as a marina, the floating blocks of housing are then designed to be detachable and movable from their tethered locations. This design makes each block of housing a barge or vessel rather than real affixed property. Accordingly, the project and blocks of housing/vessels will be subject to applicable marine vessel requirements.

Language on barge and vessel regulations will be provided. The remaining spine of the pier or possible floating spine, including the parks, dockage, gangways, saltmarsh, and any other structure built separate from the barge/vessel housing units, will be considered a marina use; either pier support or pile secured, but depending on the final cost analysis, will likely be all floating.

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

Open space provided will be in the form of the promenade, island/pocket parks, the retail space and the restaurant space proposed on the harbor facing side of the complex. There will also be a water taxi stop provided and boat slips for rent not exclusive to the units, and saltmarsh construction to add biodiversity to this part of the harbor.

c. Describe any water-dependent uses in your proposal

Boat slips, and a water taxi stop will be water dependent, and we can provide storage and dockage for launching kayaks, canoes, paddle boards, and other water dependent equipment.

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?

While this RFP is conceptual, we anticipate completing a full Traffic Impact Assessment (TIA) as part of the permitting process. Parking would be accommodated in the Flagship Wharf garage for residents and select employees, trash pick-up and service and loading can be accommodated on the westerly side of Flagship or the building 123 side. Details of service and loading will be part of the TIA process.

b. Does your proposal's circulation plan that vehicles will drive over the harborwalk to reach the new development?

No vehicular traffic will be allowed to cross the Harborwalk.

c. Does your proposal contemplate any changes to the Eight Street circle?

No. We plan to leave the circle intact unless there was a collaborative process with stakeholder input to make modifications that will benefit all parties.

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

The current idea is to make 2 modifications. The first is to move or provide additional dockage to the westerly side of Pier 4 and to then possibly relocate the BHC's water shuttle stop to a location that will not conflict with the courageous sailors. The second idea was to expand Courageous to the North End side of the harbor just behind the Eliot School. There is an existing pier right behind the school and a gangway, dockage, and fingerslips are all that is needed to expand to this location. Courageous could then possibly run a summer camp out of the closed school for STEM classes and other learning classes. Expanding to the North End would be a win for all parties and will provide access to the water for North End kids as well.

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

Currently, we are showing finger slips that are built right to the watersheet border, so these finger slips will likely need to be modified to allow for access to these slips and in a way that the access will not impact access to the new Pier 6 marina. The proposal is a kit of parts and can be adjusted to a different location once all input is received.

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.

As noted, this proposal by its nature is one of the most innovative designs that has been proposed to the City Boston for floating housing that will be the epitome of climate resiliency. The design will be robust with design elements to mitigate for any movement during storm events on the harbor and will be floating to account for rising sea levels. A breakwater or similar component will be built as part of the outermost floats to mitigate for wave energy dispersion. Piers 4 and 6 will also mitigate wave energy within their pier structures and will further temper any wave energy running to Pier 5.

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

The most immediate benefits are the components of the proposal; the retail gourmet market, the pocket parks, the restaurant, the boat slips, and water shuttle, but we also plan to support the neighborhood as part of the community and that will give back to the Charlestown community in different ways. We will be promoting opportunities to get kids access to the water, whether that is supporting Courageous Sailing financially, coordinating fishing derbies for kids, providing for the funding of water shuttles for all ages to take them to the harbor islands from the complex, etc. We are committed to bringing the community down to and onto the water. We will coordinate access to East Boston, and to downtown Boston, the Seaport, and to the water shuttle stop for Logan, which would all depend on demand.

We plan to highlight the heritage and history of the Navy Yard through showcasing it in Building 123 and providing wayfinding along the Harborwalk and along the promenade of the complex.

11. How do you plan to finance this project?

The project will be financed through private equity and conventional debt

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

Because of the strong opposition to constructing the project in or near the Navy Yard, the project will be constructed off site and will be towed into place. The components of the project will all be connected in place, so the construction time to install all components will be a matter of weeks for a few months.

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

The architecture will pick up on elements of the Navy Yard when it was in its prime years of operation. The elements have to done tastefully and not mimic, but provide an homage to the past. The architects at Waterstudio Blue plan to achieve this as the design progresses.

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?

There will be protocols put in place to mitigate for any potential harmful impact to any foundations of structures adjacent to the pier. Those protocols will need to be approved through the appropriate permitting agencies like the Army Corp of Engineers and MADEP.

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

As explained above, the only on-site construction will be the connecting of the components of the project that get towed in place. There will be limited construction in the street to account for utility connections prior to floating all units in place.

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

Depending on the location of the construction of the project, and if the project ultimately gets built within the City of Boston, then the Boston Residents Job Policy will be adhered to.

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

Depending on the location of the construction of the project will also inform whether union labor is implemented. We have been in touch with the carpenter's union and will continue to try to strategize with them to possibly come to an agreement on how to construct the project if even outside the city of Boston.

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

The majority of the project will be built off site, so the impact to residents will be minimal. Demolition of the pier will be in the watersheet and not land based.

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

Not yet

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

The project will have guard rails and fencing in designated areas, but not all of the complex will be fenced off. As the design progresses, we can provide more detail on this.

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

Yes, we have money in the budget to conduct the environmental assessments, which will likely generate an MCP (Mass Contingency Plan) to be created by our LSP (Licensed Site Professional).

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

We are unaware of the needs of Flagship Wharf in relation to Building 123. If there are any specific concerns, then we can address them.

Questions specific to 6M Development:

1. Are you proposing residential use on the ground floor of these buildings, or are you proposing mixed use buildings with retail/FPA on the ground floor?

There are residential blocks that will be designated as a type of that will be towed in place as part of the project. This design is movable so that these blocks can be relocated if ever needed to be in the future, therefore, the regulation regarding retail and FPA space on the ground floor does not apply to these components as they are considered vessels. Those affixed portions of the site that do not move will comply with the current marina regulations.

2. Will the boat slips be available to everyone, not just the residents of the new development?

There will likely be an allocation to residents and a portion open to non-renters. This balance will likely be roughly 50/50.

3. Will you include docking for kayaks and canoes, not just motorized water vehicles?

Yes, we plan to have space for kayaks, canoes, paddleboards, and the like to launch from to access the water and can be open to other neighbors.

4. Where will the housing units be constructed?

Currently, we have two location we are in discussions with the owners of the sites. Both are outside of the inner harbor and one is located to the north and the other to the south, but both are roughly no more than 30 mins boat ride to the site. We are also looking at one inner harbor location.

5. Provide more details about the proposed retail on the site - size, type, etc.

The retail will include 1,000-1,500 sf which will house a gourmet market that will include a coffee bar, juicery, deli, wine, and liquor, and most staple grocery items, like milk, bread, and other items. There is also a 2,500+ sf restaurant proposed on the outermost portion of the pier which will be a refined eatery that will operate in synergy with the rest of the complex.

6. What are the expected angles of the ramps at low and high tide?

While the exact angles of the ramps are not definite because of the varying low and high tides, we have designed the ramps to split the tide whereby at mid tide, there is a level ramp, so the tide swing on the ramp slope is cut in half. For example, if the tide swing is 8 feet, then the most extreme swing up or down would be 4 feet on the ramp.