

## **Pier 5 Request for Proposals Frequently Asked Questions**

*The BPDA has received many thoughtful questions from community members about the Pier 5 RFP process. We hope the information below is helpful as you are formulating your comments.*

### **Why did the BPDA issue a Request for Proposals (RFP) for development on Pier 5?**

Pier 5 was originally built by the US Navy in 1912, and reconstructed with concrete and steel in 1943. When the Navy Yard was decommissioned in the 1970s, a significant portion of the Navy Yard was conveyed to the BRA with specific guidelines in order to implement a vision for development and historic preservation. The implementation of that vision has created the vibrant Navy Yard that we have today. Pier 5 is the last remaining vacant parcel in the Navy Yard, and its redevelopment will complete the vision for the Navy Yard that began in the 1970s.

Unfortunately, today the pier is blighted and must be demolished. An engineering study that we commissioned in 2018 concluded that the cost to demolish and rebuild the pier would be at least \$16 million. The goal of the RFP is to solicit creative ideas from private partners that would allow the pier to be demolished and also contribute to the Navy Yard. Ultimately the BPDA's objective in starting this process is to determine if a public private partnership is the most appropriate way to achieve a productive community oriented and supported use at Pier 5.

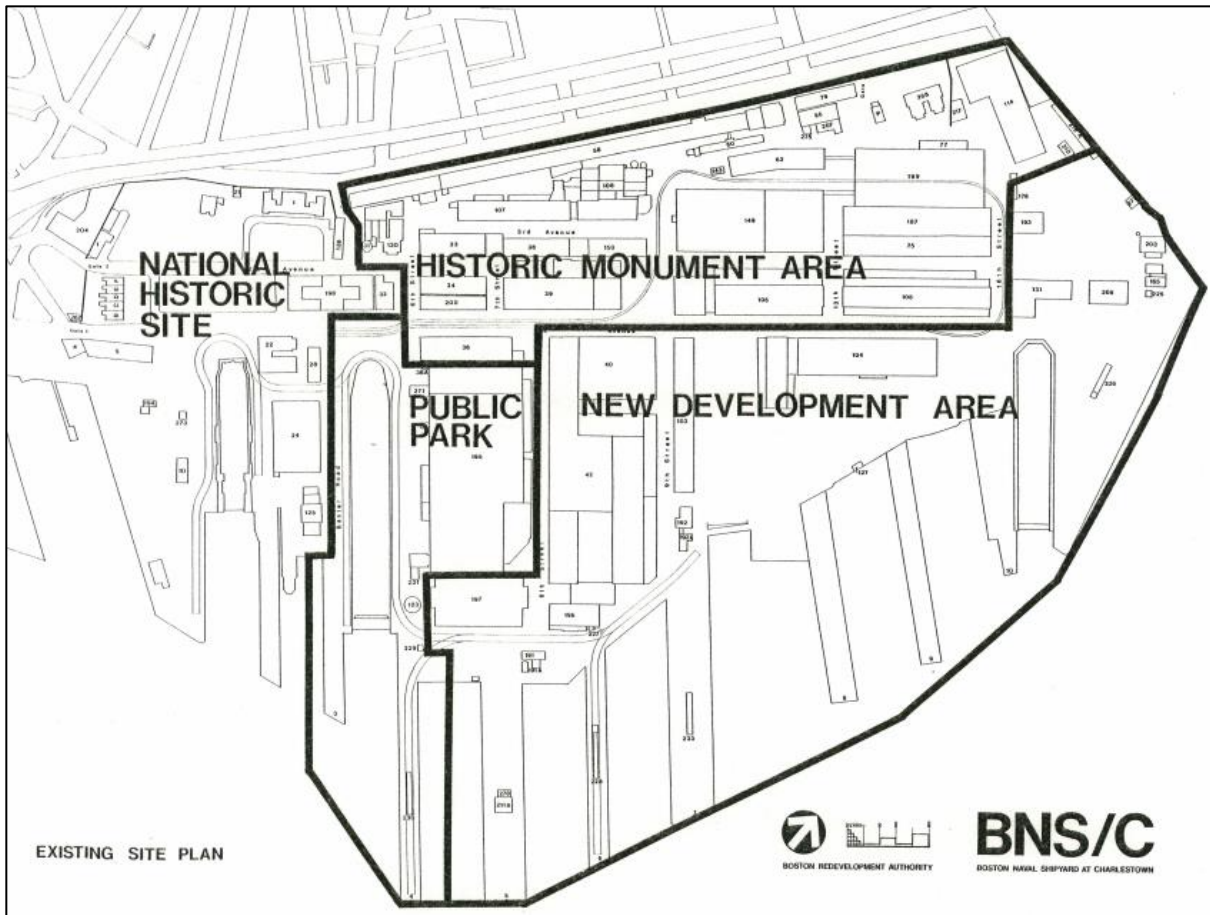
At a community meeting in October 2019, we sought feedback on releasing an RFP for Pier 5. We heard: The community is open to exploring marina, residential, or open space uses, especially if such uses accelerate addressing the blighted pier. Community members asked for the RFP to address concerns around potential congestion, noise, and view obstruction. Resilience to sea level rise is a priority. The RFP reflects these priorities, and we look forward to community feedback on the proposals we have received.

### **How was Pier 5 determined to be an appropriate location for new development?**

Pier 5 has been designated as an area for development since a portion of the Navy Yard was conveyed to the BPDA in the 1970s. The conveyed area was broken into three major parcels, each with distinct goals:

- The Historic Monument Area, which was designated for the preservation and reuse of historically significant buildings in this area.
- The New Development Area, which was designated for new development
- The Public Park, which designated Shipyard Park, Pier 3, Pier 4, and Drydock 2 as permanently protected open space.

As the map below illustrates, Pier 5 is located in the New Development Area and was designated for residential development, along with the other sites that have since been redeveloped as residential, including Flagship Wharf, Constellation Wharf, Parris Landing, Harborview, and the Anchorage. All planning efforts that have followed have envisioned residential development on Pier 5.



*Figure 1 Map from the 1978 New Development Area Boston Naval Shipyard at Charlestown Design Guidelines*

**Is Pier 5 an advantageous site for a public park?**

We have heard from several community groups who have advocated to build a park on Pier 5. A public park on the pier would undoubtedly be a wonderful public amenity, but unfortunately, the BPDA does not have the resources to demolish and rebuild the pier as well as construct and maintain a park. The cost to demolish and rebuild alone would be \$16 million. We reached out to the major organizations that fund public open space, and the feedback we received was that the site costs for demolition and rebuilding were too high to make the pier a cost-effective investment in public space. By contrast, the open space located at Piers Park was able to utilize a pier structure that is stable enough to support such use. That said, we would be interested in pursuing this option if there was a partner interested in funding it. The RFP that we issued allowed and encouraged open space as a use, but we did not receive any proposals to create public open space.

**How will the BPDA make its selection? Is it based on highest financial return?**

The BPDA will evaluate all three proposals based on the evaluation criteria laid out in the [RFP for Pier 5](#). The criteria are:

- Demonstration of ability to execute the project as presented
- Exceptional design, development program, and public realm contribution
- Strength of financial offer and finance plan
- Diversity and Inclusion plan (weighted at 25% of the total evaluation)
- Development Without Displacement plan

The strength of a proposal's financial offer is one factor we use to make our decision, and we would expect the selected developer to pay a fair price for their proposed development. However, overall we are most interested in creating a productive community asset, and we're willing to write down our asking price to support a great community outcome.

### **Is the BPDA required to select a proposal? What happens if no one is selected?**

It is always an option for any of our RFPs to reject all responses if we determine that it is advantageous to do so. If the BPDA decides to reject all responses in this case, there are several ways we might decide to move forward. If we determine that a development could be viable here but we are not satisfied with these three proposals, we could decide to reissue the RFP to solicit new proposals. If our evaluation shows us that it would be very unlikely for a development on the pier to be financially viable, we may pursue options to demolish the pier in the future. We would continue to evaluate the market and reissue an RFP when market conditions were right to support appropriate development. The implementation of the Master Plan is a multi-decade process that has proceeded incrementally as market conditions have allowed.

### **Two of the proposals involve floating housing. Are these proposals compliant with Ch. 91? Are live-aboard vessels legally permissible?**

While we will conduct a detailed review in the future and may revise our position, it appears at face value that the proposal we received that is built on the pier has attempted to meet the existing regulatory context. Meanwhile, as we expressed at the meeting, the floating developments are an innovation that seems to have not been considered when the existing regulations were established. Whether or not these regulations could be amended for these floating developments and to what degree they are in compliance is not something we can firmly answer at this time. Ultimately to answer this question, we will need to work with various State and Federal regulatory bodies.

That said, beyond the details of the regulations themselves, we are eager at this time to receive feedback on the fundamental merits of the proposals - the benefits derived from each, the impacts they might create, and their alignment with Imagine Boston 2030, the Navy Yard Master Plan and other key community planning principles.

### **How will the selection process address the needs of Courageous Sailing?**

The BPDA is deeply committed to the ongoing viability of Courageous Sailing and its important mission, and we have been communicating with them through this process. The RFP states: "Proposals should complement the activities of Courageous Sailing on Pier 4 and should not

interfere with their normal operations.” The BPDA is carefully reviewing each proposal’s approach to this guideline as part of our evaluation.

### **What are the regulations governing the use of Pier 5?**

Pier 5 is governed by the following regulations:

- MGL Chapter 91
- The 1990 Harborpark Municipal Harbor Plan and 1991 EEA Secretary’s Decision
- The 1990 Charlestown Navy Yard Master Plan
- The 2007 Charlestown Navy Yard Waterfront Activation Network Plan and Water-Dependent Use Management Plan, and the Secretary’s Compliance Review and Decision on said plans
- Design Guidelines: New Development Area, Boston Naval Shipyard at Charlestown
- The Charlestown Urban Renewal Plan, Project No. Mass. R-55, dated February 25, 1965, as it is currently in effect.

Links to all of these documents can be found in Appendix A of the [Pier 5 RFP](#), and there is a detailed timeline of the planning history of the Charlestown Navy Yard on the BPDA website [here](#). You can also find a summary of the key planning guidelines in the “RFP Context” slides from the February 8th community meeting [here](#).

### **Can the proposals be revised before a developer is selected?**

The BPDA is committed to a fair and transparent RFP process. This means that we can only evaluate proposed based on the materials submitted by the proposal deadline, and we will make our selections based on what is proposed. However, it is a normal part of any development process for modifications to be made to the proposal based on community feedback during the Article 80 development review process. See the next question for more information.

### **If the BPDA selects a developer, will the project be built exactly as proposed? How will my concerns be taken into account? What process addresses neighbor concerns about construction impacts and operational impacts of a completed development like truck traffic, Harborwalk maintenance, lights, noise, etc.?**

Developer selection is the first step in an in-depth process that provides many opportunities for community input to shape the project. After the BPDA selects a developer, the project will enter Article 80 development review and the associated robust community process. The project will be reviewed regarding transportation and congestion, urban design, site infrastructure, environmental protection, and more. The Article 80 process includes a significant amount of community input and projects may be modified in response to community feedback. You can find more information about the Article 80 process [here](#).

### **Will the Pump House be rehabilitated in conjunction with any development on Pier 5?**

Yes, the request for proposal states that “the most highly advantageous community benefits proposal will include the rehabilitation and historic interpretation of Building 123.” All three of the proposals we received include plans to rehabilitate the Pump House.

**How will the BPDA ensure that the development of Pier 5 will be carried out in a resilient manner that is fully protective of Pier 5 and the surrounding area as the effects of sea level intensify, as expected?**

Safety and resilience to storm surges and sea level change will be one of the key items we will review as part of our evaluation process. Boston residents are already affected by extreme heat, rain, snow and flooding. These trends will only continue. The City launched [Climate Ready Boston](#) to help Boston plan for the impacts of climate change and build a resilient future.

Climate Ready Boston is an ongoing initiative. Managed by the Environment Department, in collaboration with the Boston Planning & Development Agency, the team works with the community and other partners to advance the vision for a Climate Ready Boston. Currently, the team is working on the second version of the Coastal Resilience Solutions for East Boston and Charlestown report.

As a result of Climate Ready Boston, the [Boston Zoning Code Article 37](#) (Green Buildings) was updated to include a Climate Resiliency Policy. Article 37 and the Climate Resiliency Policy require that all large projects consider present and future climate conditions and are planned, designed, constructed, and managed to minimize adverse environmental impacts; conserve natural resources; are resilient to climate change; promote a more sustainable city; and enhance the quality of life in Boston.

The Article 37 Resiliency Checklist provides a framework and specific resiliency targets for assessing project vulnerabilities and adverse impacts. Projects are to identify initial (first build) strategies for reducing vulnerabilities and adverse impacts AND future adaptation strategies for meeting or exceeding resiliency targets and further reducing vulnerabilities and adverse impacts due to future climate conditions.

Additionally, the BPDA is implementing a new [Coastal Flood Resilience Zoning Overlay District \(CFRZOD\)](#), Article 25A, and related updates to existing zoning articles. The CFRZOD and zoning map will relate to areas of the City of Boston, including parts of Charlestown, anticipated to be flooded with a 1% chance storm event in 2070 with 40-inches of sea level rise, formalize the implementation of the recently-released Flood Resiliency Building Guidelines, and establish sea level rise design flood elevations for new construction and retrofits.