



Charlestown Navy Yard
One Historical Park, Building 125
Charlestown, MA 02129-4558
617.330.9900
dcbeaneconstruction.com

May 12, 2017

Boston Planning & Development Agency
One City Hall Square, Room 910
Boston, MA 02201-1007

Attn: Teresa Polhemus, Executive Director/Secretary

Re: Activation of Charlestown Navy Yard Waterfront and Water's Edge

Dear Ms. Polhemus:

I am pleased to be sharing DC Beane and Associates Construction Company's (DCBA) Letter of Interest regarding contributions to the activation of the waterfront and water's edge of the Charlestown Navy Yard.

DCBA is a mid-size construction management and general contracting firm that relocated from South Boston to the Charlestown Navy Yard in 2015. Our dedicated staff is made up of individuals who love our new space in Building 125, a former Navy Yard paint shop, and being on the water. We have the enthusiasm, ideas, and experience to execute CNY waterfront activation projects.

The complex projects DCBA manages for our diverse group of clients require financial planning; scheduling; logistics; cost controls; and the coordination of multiple trades, owners' groups, designers, etc. We are committed to using our expertise for the revitalization of the Charlestown Navy Yard and to creating new community-centric spaces that promote conservation, business, education, and access to the Boston waterfront.

If you have any questions, please do not hesitate to contact me at (617) 330-9900. Thank you for your consideration.

Regards,

A handwritten signature in dark ink, appearing to read "DCB". The signature is stylized and fluid.

David C. Beane
DC Beane and Associates Construction Company



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Boston Planning & Development Agency
One City Hall Square, Room 910
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To: Boston Planning & Development Agency

Re: RFI for the Activation of the Charlestown Navy Yard Waterfront & Water's Edge

Being duly authorized to represent and act on behalf of DC Beane and Associates Construction Company, and having reviewed and fully understood all of the requirements and information provide, the undersigned hereby submits the attached Application and supporting materials and hereby applies for the opportunity to provide or submit a proposal for the activation of the Charlestown Navy Yard waterfront and water's edge as described in the RFI for the Activation of the Charlestown Navy Yard Waterfront and Water's Edge (the "RFI"). Capitalized terms used herein but not otherwise defined shall have the meanings ascribed to such terms in the RFI.

The BPDA is hereby authorized by the Applicant to conduct any inquiries and investigations to verify the statements, documents, and information submitted in connection with this Application, and to seek clarification from references and other third parties regarding any financial and experience issues.

If the BPDA has any questions regarding this Application, please contact the following individual(s):

David C. Beane, Manager
DC Beane and Associates Construction Company
Charlestown Navy Yard, One Historical Park
Building 125
Charlestown, MA 02129
617.330.9900
DBeane@dcbeane.com

The undersigned confirms and warrants that there is no officer, director, partner, employee or spouse of any of the foregoing categories of individuals who is:

(a) An elected official of the City of Boston or an employee of the City of Boston; or



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(b) Related to or has any business or family relationship with any elected official of the City of Boston or any employee of the City of Boston, such that there would be any conflict of interest or any appearance of conflict of interest in the evaluation or consideration of this Application by the BPDA.

The undersigned declares that the statements made and the information provided in the duly completed Application are complete, true and correct in all respects.

Sincerely,

A handwritten signature in dark ink, appearing to read "DCB" followed by a stylized flourish.

David C. Beane, Manager
DC Beane and Associates Construction Company

Exhibit B

Organization Structure

Legal Name DC Beane and Associates Construction Company LLC
State of Incorporation Delaware
Address DC Beane and Associates Construction Company
 One Historical Park, Building 125
 Charlestown Navy Yard
 Charlestown, MA 02129-4558
Primary Contact David Beane, Manager
Telephone 617.330.9900
Fax 617.330.9902
Email dbeane@dcbeane.com
Website dcbeaneconstruction.com

Summary of Activity

DCBA’s ideas are targeted toward a range of demographics. We appeal to young professionals with night life and adventurous fitness options, seniors and retirees with boat slips and water taxi access, and families and school groups with accessible education and outdoor activities.

DCBA’s ideas for the activation of the Charlestown Navy Yard (CNY) waterfront include:

- Placing “outdoor gym” equipment and/or public art along the Harborwalk.
- Turning the Pump House into a mini museum and an indoor waiting space for MBTA Ferry passengers.
- Making Dry Dock Two into a launching site for small watercraft, boat slips, and water taxi docking.
- Turning Pier Five into an “urban lawn” and event space with boat slips, water taxi docks, public restrooms, and food vendors.

Public Use of the Waterfront and Water’s Edge

Harborwalk Improvements



Photo via calisthenics-parks.com

The following activities would distinguish the Charlestown portion of the Harborwalk and would promote community health and local artists.

- Public art by local artists, permanent or changing installations, would enhance the already beautiful CNY and make it a hot spot for art lovers.
- “Outdoor gym” equipment located along the Harborwalk would be popular with the many runners who are already exercising outside and would encourage others to get fit. A type of urban intervention, outdoor gyms (aka “parcours”) have equipment such as pull-up bars, benches, balance beams, etc. that are available for public use.

Pump House

Turning the Pump House into a waiting space for the MBTA Ferry and a free miniature ecological museum would achieve many goals of the Waterfront Activation Plan. First, a waiting area would provide a public space for Charlestown residents and visitors to escape the elements. Well maintained and much-demanded public amenities (water fountains, restrooms, etc.) would be include in the Pump House revitalization.

Second, an ecological museum would complement established CNY institutions, such as the Constitution Museum and the Freedom Trail, without competing with them. This science-centered museum would focus on the ecology of the CNY and Boston Harbor.

Third, turning the Pump House into a mini museum would be an opportunity to educate the public about the ecology of the Navy Yard Waterfront and how climate change is impacting this shoreline and the planet as a whole.

Dry Dock Two

Dry Dock Two would be a great location for a watercraft rental company. This would also be a convenient place for Charlestown residents to launch their personal small watercrafts (e.g., kayaks, paddle boards, etc.).

In addition, there is room for boat slips in Dry Dock Two. These slips would be a combination of private and public use.

As part of the Dry Dock Two revitalization, DCBA suggests adding a removable foot bridge from Pier Four to Pier Three. This bridge would add convenience and the renewed foot traffic to Pier Three would make having a coffee shop at Building 125 a successful venture. Because the bridge would be removable, it would not impede special events, such as Sail Boston, that required complete access to the Dry Dock.

Pier Five

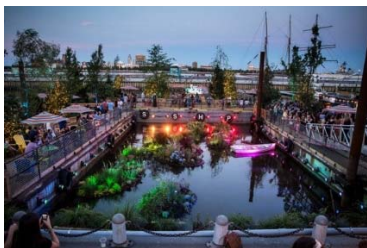


Photo via visitphilly.com

The success of Philadelphia's Spruce Street Harbor Park (above) demonstrates the popularity of urban beaches.

Urban Lawn/Event Space

Pier Five is an excellent location for an urban beach/lawn. The beach could be a seasonal installment, which would free the space for other uses in colder months, (e.g., an ice skating rink). This space would draw vendors (both permanent and pop-up) year-round.

By day, Pier Five would be an open space for visitors, families, and local nonprofits (YMCA, Courageous Sailing) to enjoy. And on summer nights it could be used for outdoor community events, such as concerts and movie screenings, dance parties, and/or a beer garden.

Boat Slips and Water Taxi Docks

Pier Five also offers the opportunity to add boat slips and water taxi docking to the Navy Yard. The former is continuously in demand and the latter is a growing means of transportation. The boat slips, which would a mix of privately owned and public slips, would be a source of revenue.

	<p>Public Amenities</p> <p>Other public benefits would include picnic tables, public restrooms and water fountains, and space for food vendors and food trucks. To encourage a “green” atmosphere, DCBA would install measures such as solar-powered toilet kiosks, recycling bins, etc.</p>
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Financial Viability and Capability

DCBA Financial Viability

DCBA’s successful completion of complex renovations and infrastructure upgrades is indicative of our financial viability and commitment. What we have achieved with the CNY Building 125 is a great example of this. After winning the RFP to revitalize Building 125, the former Navy Yard Paint Shop, DCBA spent 18 months transforming this inhabitable space into a first-class restored facility, complete with an open concept office, conference rooms, a kitchen, and outdoor amenities. Our renovations preserve the historical characteristics of Building 125, but also make crucial structural upgrades as well as modern improvements.

As a company policy, DCBA does not forward our financial information electronically or via hard copy. However, upon successful selection we would be happy to meet with the BPDA in person to review our financial data. We would also provide access to our public accounting firm (BDO), our surety (Liberty Mutual and Alliant), and our financial institutions, if necessary.

We are confident that our proposed waterfront activation activities are within our financial capabilities.

Public Funding and Private Funding

DCBA believes that most financially sound approach to Navy Yard Waterfront activation would be to use a combination of public and private funding. Relying too much on one revenue stream or the other leaves projects vulnerable. The financial challenges that Boston’s popular Rose Kennedy Greenway currently faces underlines the idea that an amenity must be self-sufficient for long-term viability.

Getting some of our proposed CNY projects off the ground would require investment from the Boston Planning & Development Agency (BPDA), other public sources, and private funding. The Pump House Waiting Area/Ecological Museum, for example, might need initial funding from the Boston Planning & Development Agency (BPDA), the Department of Transportation, and Boston Harbor Cruises (a private company that contracts with the MBTA for ferry services).

The way DCBA’s investment in Building 125 was executed is a model for how private funding through leases can work. The requirement that DCBA renovate Building 125 was built into our lease agreement with the National Park Service (NPS). A similar investment/lease agreement could be applicable to Pier Five, Dry Dock Two boat slips, and other spaces.

Organization Programming and Service Delivery

DCBA is a mid-size construction management and general contracting firm. Our company is known for our successful delivery of complex projects for a diverse range of industries. Our clients include international pharmaceutical, insurance, and healthcare companies; cultural institutions; universities; and national nonprofits. We have undertaken construction for and fit-outs, upgrades, and renovations in historical buildings, laboratories, offices, hospitals, commercial buildings, sophisticated research centers, and large cGMP pharmaceutical manufacturing plants.

Leadership and Collaboration Opportunities

DCBA has overseen hundreds of projects and our experience has taught us that successful projects require clear leadership. Construction jobs involve many groups (subcontractors, owners, designers, etc.) that must collaborate to execute them. This collaboration cannot happen without a management team overseeing the project and facilitating the coordination of the various groups.

That said, our ideas offer many opportunities for collaboration and involvement with the Boston community. For example, a nonprofit environmental organization, in conjunction with the NPS, could curate exhibitions in the Pump House Waiting Area/Museum. This would give nonprofits an opportunity to “advertise” their cause while ensuring that the museum is always relevant and engaging. The Pump House Museum could also be a great opportunity to work with the New England Aquarium. This Boston landmark is just a ferry ride across the harbor from the CNY and such a partnership would encourage foot traffic between the busy aquarium (1.28 million visitors in 2015) and the CNY.

DCBA would approach the activation of the CNY waterfront as we would a construction project: we would oversee collaborations and make sure projects stay on track.