

AIR POLLUTION CONTROL COMMISSION PUBLIC HEARING



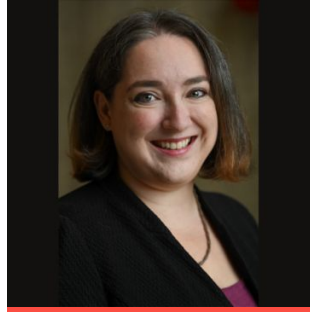
October 19, 2022

This public hearing will include opportunity for public comment. During public comment periods, members of the public may submit any comments or questions by “raising their hand” or by typing in the chat box.

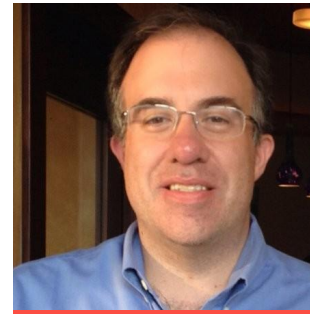
AIR POLLUTION CONTROL COMMISSION



Bradley Gerratt
*Transportation
Department*



Alison Brizius
*Environment
Department*



Julien Farland
*Boston Public Health
Commission*



Eric Burkman
Commissioner At-Large



Russell Preston
Commissioner At-Large



Irmak Turan
Commissioner At-Large

CITY OF BOSTON STAFF



Kat Eshel

*Environment
Department*



**Hannah
Payne**

*Environment
Department*

Parking Freeze Permit Applications

The background of the slide is a dark blue wireframe illustration of a city skyline, viewed from an elevated perspective. The buildings are represented by white and light blue lines, creating a complex, geometric pattern. A semi-transparent dark blue horizontal band runs across the middle of the image, serving as a backdrop for the text.

**Continued to an
upcoming hearing**

CONTINUED TO AN UPCOMING HEARING

Continued: Application for a Modified East Boston Parking Freeze Permit from VHB on behalf of Cargo Ventures LLC for 575 park and fly spaces. This permit is to relocate spaces from a surface lot at 320 McClellan Highway to a new parking garage at 440 McClellan Highway. Modification of the permit would have no effect on the East Boston parking freeze bank.

Continued: Application for a Modified East Boston Parking Freeze Permit from VHB on behalf of Cargo Ventures LLC for 127 park and fly spaces. This permit is to relocate spaces from a surface lot at 380 McClellan Highway to a new parking garage at 440 McClellan Highway. Modification of the permit would have no effect on the East Boston parking freeze bank.

15 N Anderson St & 261 Cambridge Street (MGH Clinical Building)

Modified Downtown Parking Freeze Exemption Certification



This public hearing will include opportunity for public comment. During public comment periods, members of the public may submit any comments or questions by “raising their hand” or by typing in the chat box.



MGH Cambridge Street Project

Project Overview

DATE:
2022.7.13.22



Massachusetts General Hospital

Mission: Guided by the needs of our patients and their families, we aim to deliver the very best health care in a safe, compassionate environment; to advance that care through innovative research and education; and to improve the health and well-being of the diverse communities we serve.

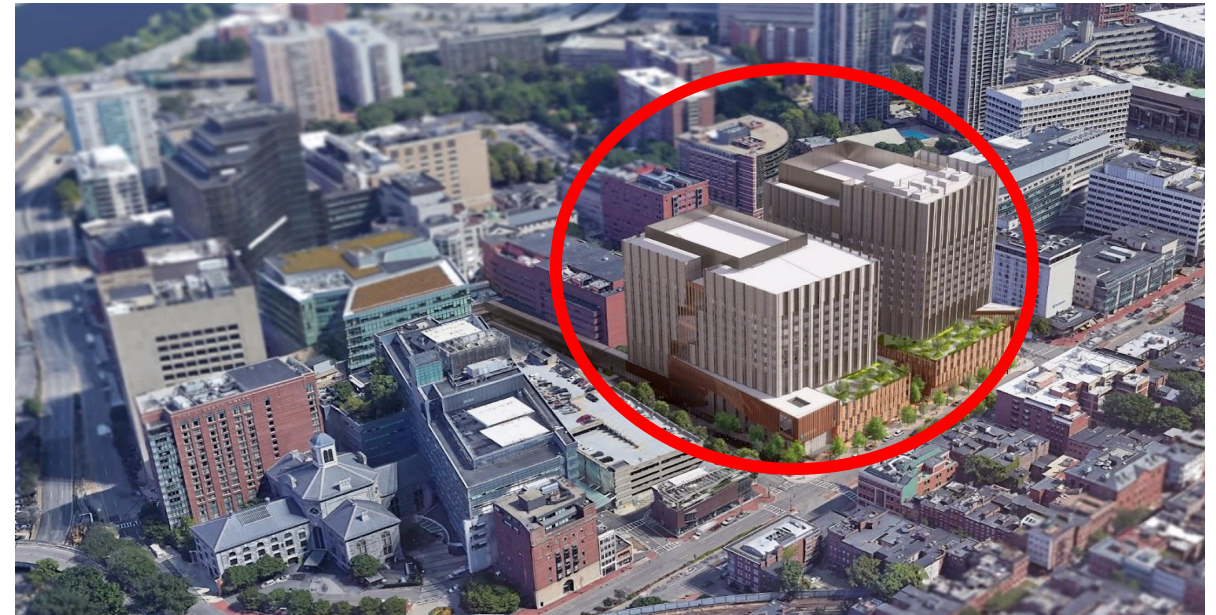
- **Founded in 1811, The Massachusetts General Hospital is the third oldest general hospital in the United States**
 - **It is the oldest and largest in New England.**
 - **It is the oldest and largest teaching hospital of Harvard Medical School.**
- **MGH has a direct workforce of approximately 27,000 employees and is the largest non-governmental employer in the City of Boston.**
 - **24 percent of the MGH workforce are Boston residents**
 - **MGH's annual payroll for Boston residents is approximately \$430 million**
- **MGH expends more than \$240 million annually on goods and services from firms within the City of Boston.**
- **MGH and Brigham and Women's Hospital became the founding members of Partners HealthCare, now known as Mass General Brigham**
- **Mass General Brigham is the highest contributor to the City of Boston's PILOT program with over \$22 million**
 - **MGH commitments account for over \$14 million of this amount, \$7 million in cash contribution and \$7 million in community benefits.**

Why is a new building needed?

- Relieve capacity constraints in beds and the emergency department
- Increase the percentage of private rooms. *Currently 38% are private rooms.*
- Facilitate replacement of obsolete parking structures and use of White and Bigelow buildings for inpatient care, where 1/3 of our inpatient beds are in buildings 79 and 53 years old respectively



Existing Campus Condition



Proposed CSP

Process identified combined site as the most efficient path to near campus development for beds and parking with needed connectivity for advancing high acuity program

- Maximizes development potential on a site not already substantially developed for patient care uses
- Large footprint for flexibility and efficiency

Clinical Building: Schematic Cross Section

Clinical

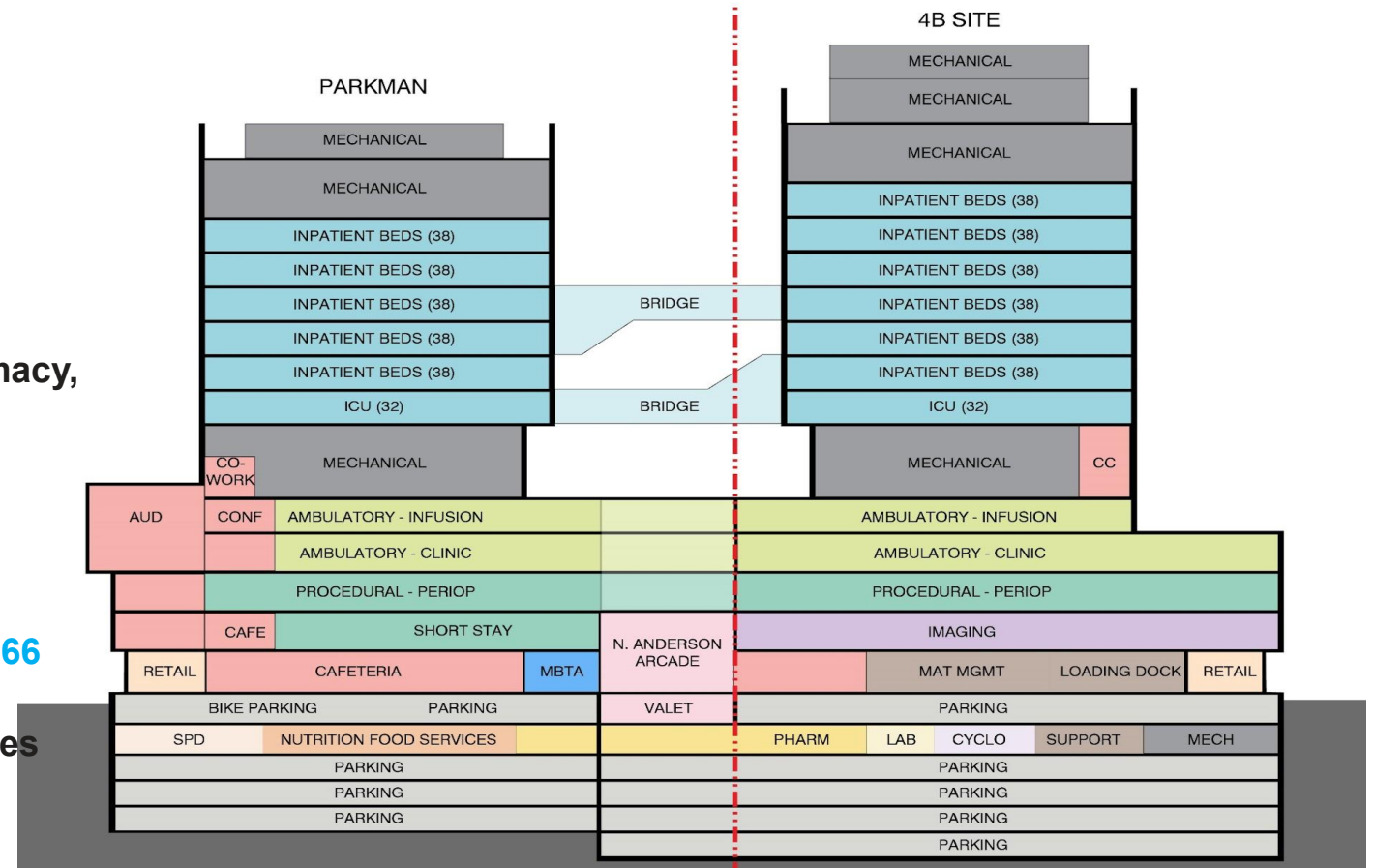
- 482 Inpatient Beds
 - 64 ICU and 418 Med/Surg
- 14 Imaging Modalities
- 24 Procedure Rooms + 3 Small Procedure
- 120 Exam Rooms + 100 Infusion Bays

Support Services

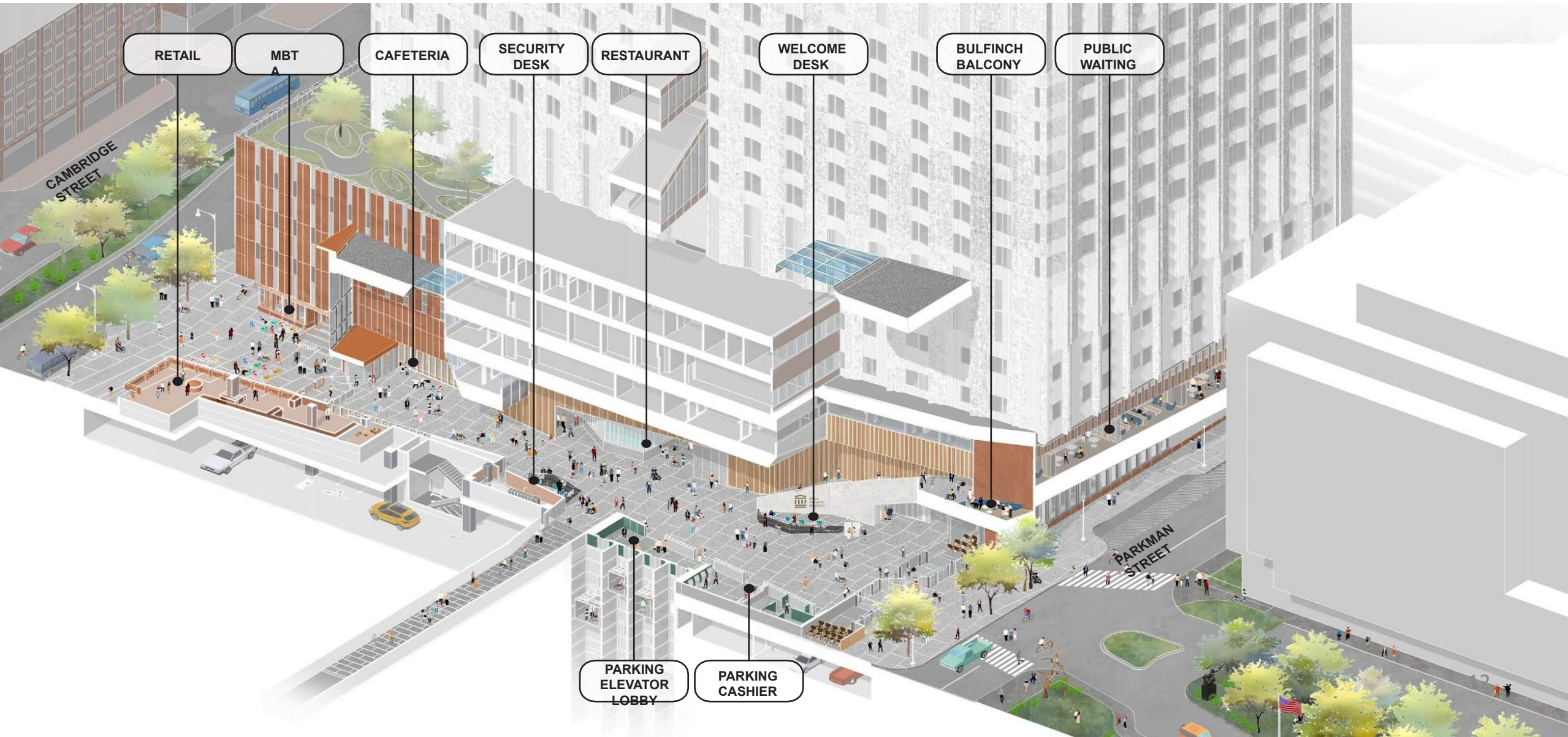
- Full Service Departments: Kitchen, Pharmacy, SPD
- Satellites: Core Lab, Blood Bank, OR Satellite Pharmacy, Oncology Pharmacy, Cyclotron

Public Services + Parking

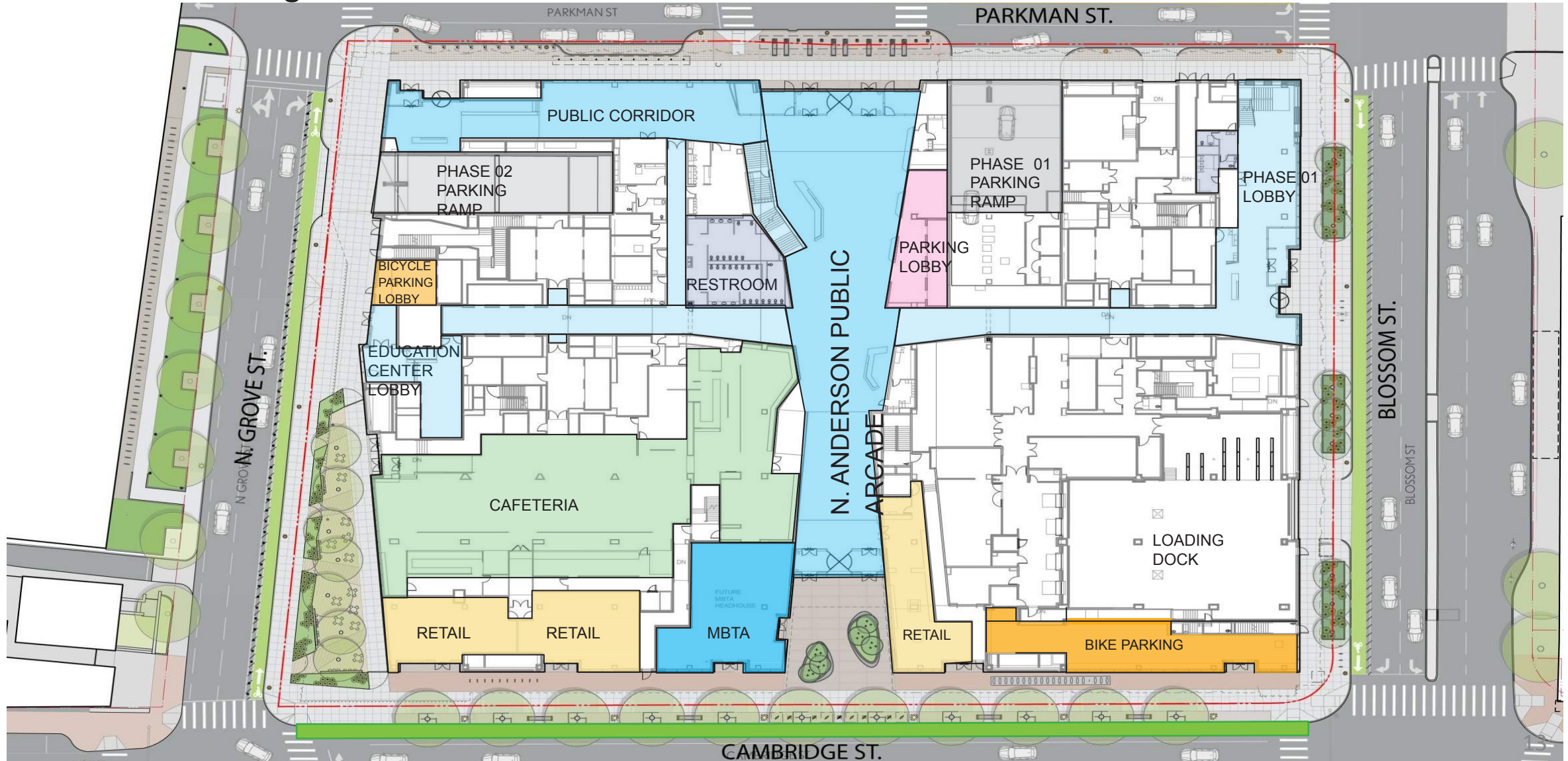
- MBTA Head house
- 864 Parking Spaces / Net New = 222
- 1,031 Campus Bicycle Parking Spaces / Net New = 566 spaces
- Lobby, Welcome Center, Family and Visitor Resources
- N. Anderson St. Arcade
- Conference Center
- Meditation Space
- Roof Garden
- Cafeteria and Cafes



N. Anderson St. Arcade



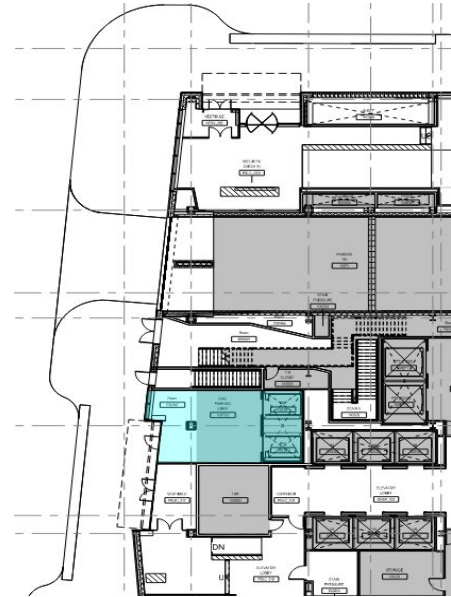
Public Realm Design - Street Front Activation



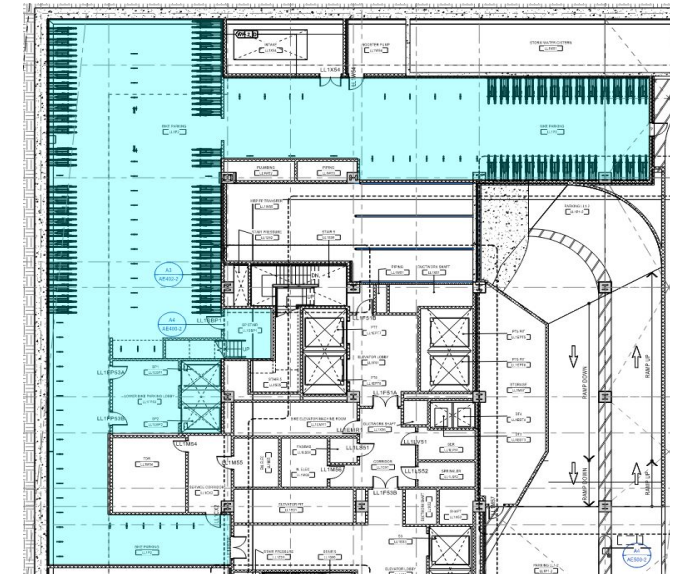
Integrated Bike Parking



Bike Parking Vestibule off N. Grove St.



Level 01 Bike Parking Vestibule



LL1 Bike Parking

PROPOSED CAMPUS BIKE PARKING

-  SHORT-TERM - EX. TO REMAIN
-  SHORT-TERM - NEW
-  LONG-TERM - EX. TO REMAIN
-  LONG-TERM - NEW
-  BLUE BIKE STATION - EX.
-  BLUE BIKE STATION - NEW
-  MAIN LOBBY
-  PRIMARY ENTRANCE
-  ACCESS TO INTERIOR BIKE PARKING AREA



Parkman Building

Cambridge St. at
North Grove St.



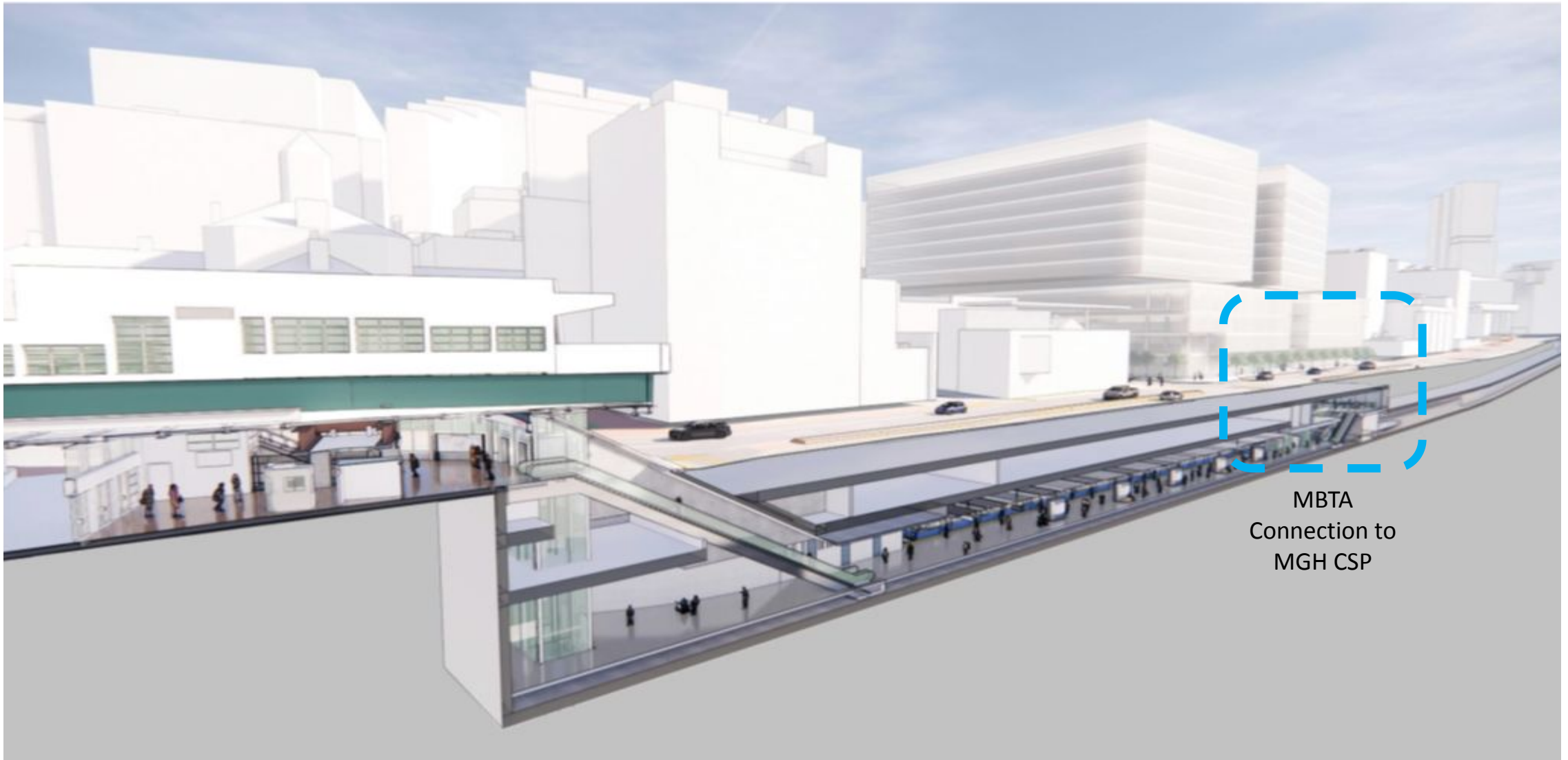


N. Anderson St Arcade Entrance

Cambridge Street

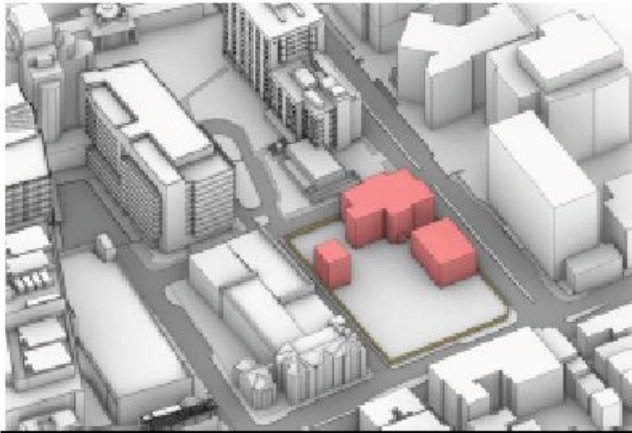


Proposed MBTA Station

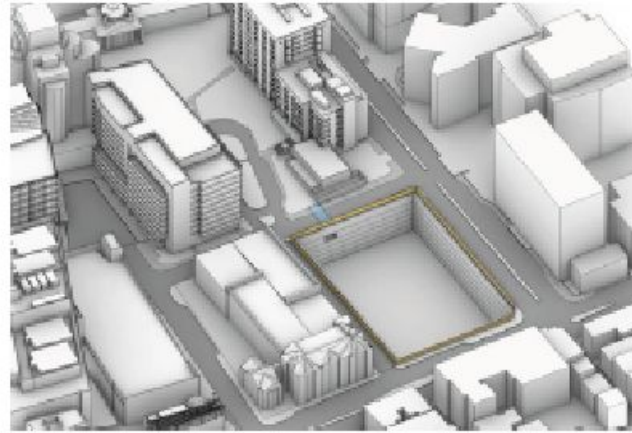


MBTA
Connection to
MGH CSP

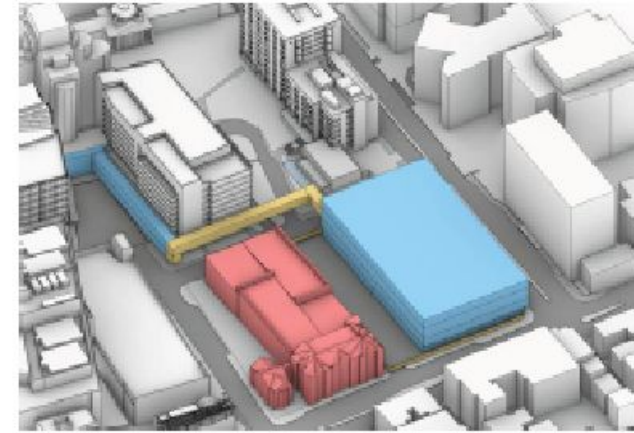
Project Sequencing Diagrams



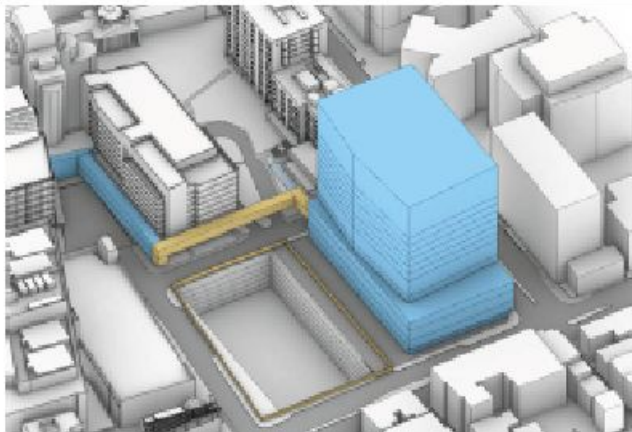
1. Demo Existing Phase 1 4B Buildings
Summer 2022



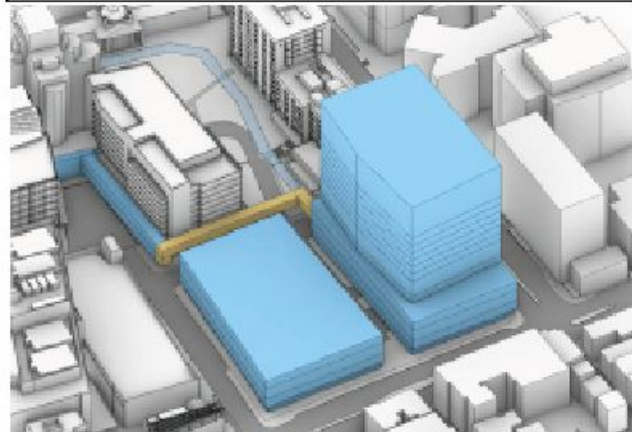
2. Build Phase 1 4B Underground Garage/Up-Down
Construction
Winter 2023 - Summer 2026



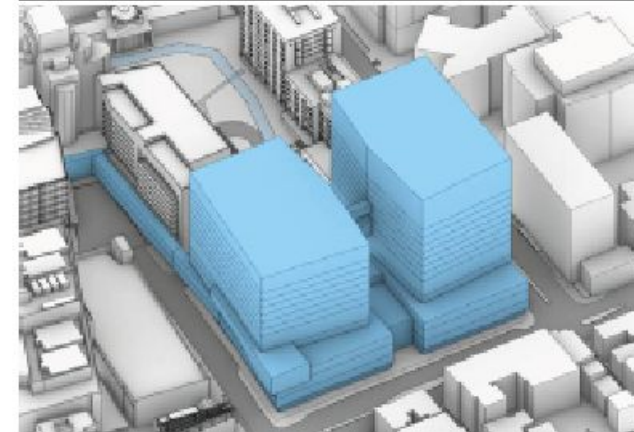
3. TCO Phase 1 4B Underground Garage/
Demo Parkman Garage
Summer 2026



4. Build Phase 1 4B Tower/ Phase 2 Parkman Underground
Garage
Summer 2026 - Summer 2027

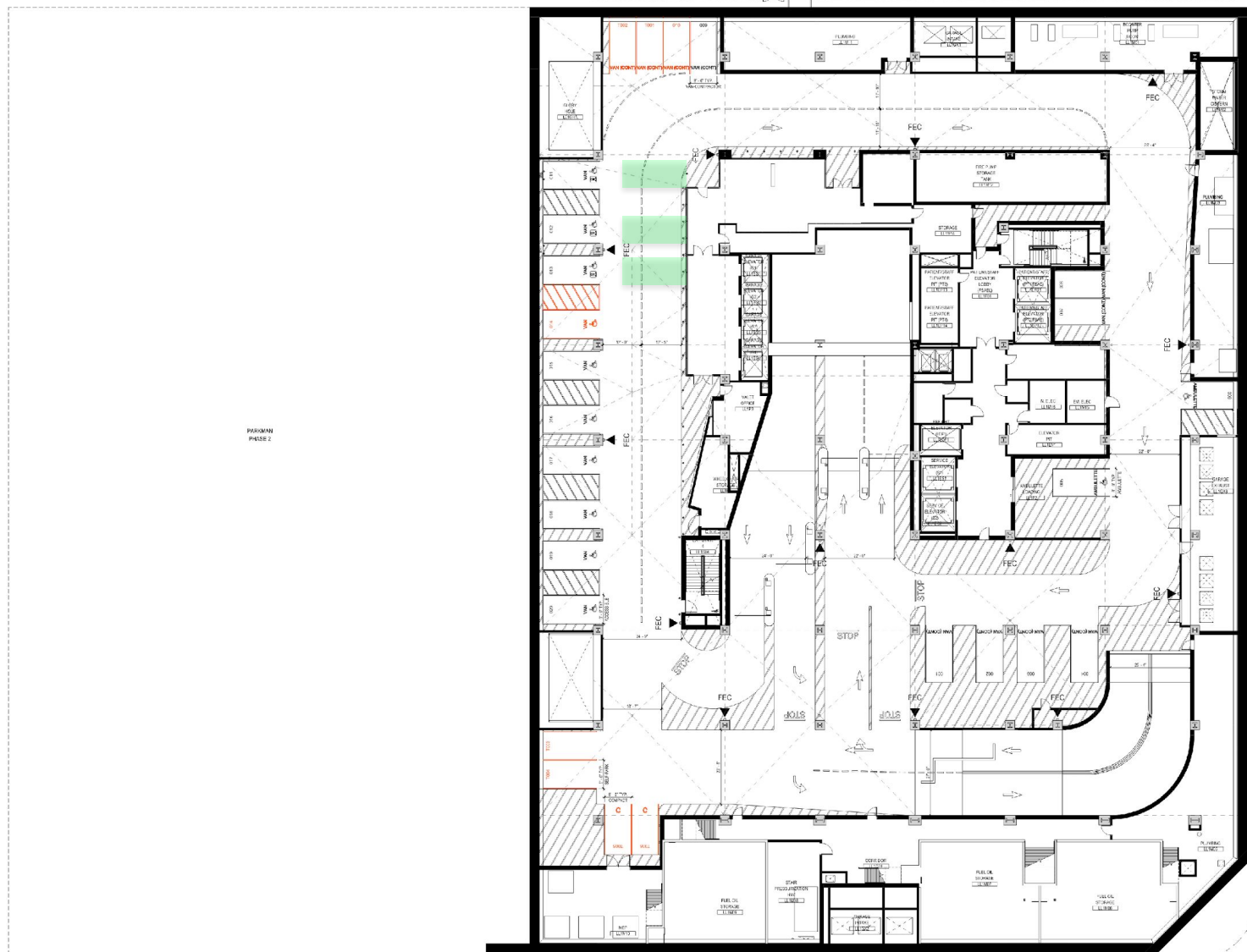


5. TCO Phase 1 4B Tower, Bridge, and Tunnel
Summer 2027



6. Final CSP C of O (Phase 1 & 2)
Summer 2030

LEVEL LL1 PHASE 1



PARKING
PHASE 2

4B SPACE COUNT - PHASE 1

ID	TYPE	QTY
41	ACCESSIBLE VAN	7
	ACCESSIBLE VAN	1
	WHEELCHAIR	1
	COMPACT	2
	SELF-PARK	10
	UN-ASSIGNED	10
43	ACCESSIBLE	24
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
	SELF-PARK	15
44	ACCESSIBLE	1
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
45	ACCESSIBLE	1
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
46	ACCESSIBLE	1
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
	SELF-PARK	15
	UN-ASSIGNED	10

FULL BUILD-OUT SUMMARY

ID	TYPE	QTY
42	ACCESSIBLE VAN	10
	ACCESSIBLE VAN	1
	WHEELCHAIR	2
	COMPACT	26
	SELF-PARK	26
43	ACCESSIBLE	24
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
	SELF-PARK	15
44	ACCESSIBLE	1
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
	SELF-PARK	15
45	ACCESSIBLE	1
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
	SELF-PARK	15
	UN-ASSIGNED	10
46	ACCESSIBLE	1
	ACCESSIBLE	1
	COMPACT	23
	SELF-PARK	23
	SELF-PARK	15
	UN-ASSIGNED	10

PK SPACE COUNT - PHASE 2

ID	TYPE	QTY
47	COMPACT	15
	SELF-PARK	15
	SELF-PARK	15
48	ACCESSIBLE	1
	COMPACT	15
	SELF-PARK	15
	SELF-PARK	15
49	ACCESSIBLE	1
	COMPACT	15
	SELF-PARK	15
	SELF-PARK	15
	UN-ASSIGNED	10

4B SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	31
ACCESSIBLE VAN	7
ACCESSIBLE VAN	1
ACCESSIBLE	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

FINAL SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

3D SPACE COUNT (WITH PHASE 1)

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

3D SPACE COUNT (WITH PHASE 2)

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

3D SPACE COUNT (WITH PHASE 1 & 2)

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

3D SPACE TYPE WITH PHASE 1

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

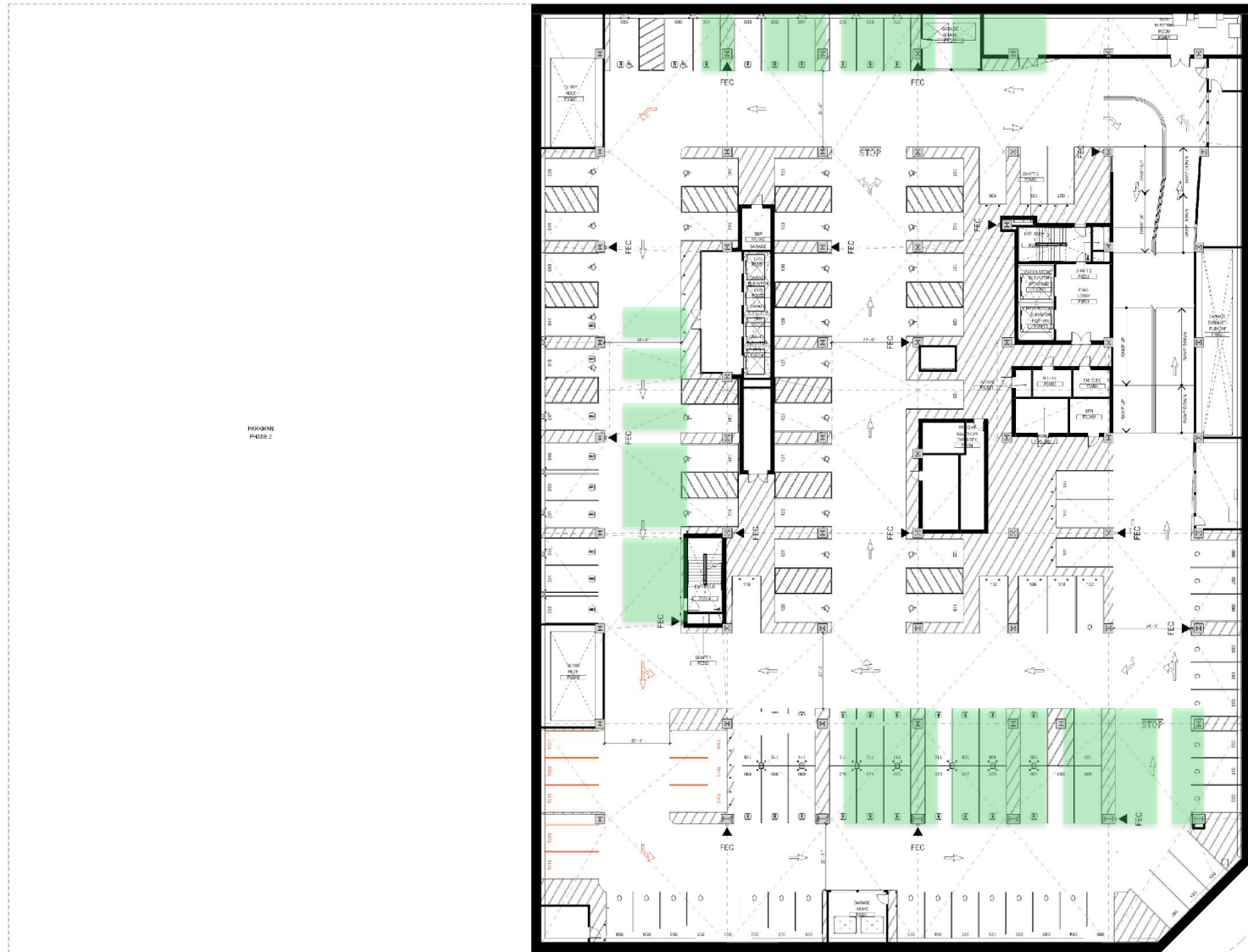
3D SPACE TYPE WITH PHASE 2

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

3D SPACE TYPE WITH PHASE 1 & 2

TYPE	QTY
ACCESSIBLE	10
ACCESSIBLE VAN	8
ACCESSIBLE VAN	1
WHEELCHAIR	2
COMPACT	102
SELF-PARK	102
UN-ASSIGNED	10
UN-ASSIGNED	10
UN-ASSIGNED	10

PARKING LEVEL P3 PHASE 1



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VANWAY	3
WHEELCHAIR	1
COMPACT	2
WALKWAY	1
VAN-CONTRACTOR	18
FA	
ACCESSIBLE	14
ACCESSIBLE VAN	8
COMPACT	45
SELF-PARK	23
SELF-PARK	14
FA	
F4	
PERMISSIBLE	3
ACCESSIBLE	7
COMPACT	23
SELF-PARK	18
SELF-PARK	28
F5	
PERMISSIBLE	2
ACCESSIBLE	2
COMPACT	18
SELF-PARK	18
SELF-PARK	12
F6	
ACCESSIBLE	1
ACCESSIBLE	2
COMPACT	18
SELF-PARK	18
SELF-PARK	12
GRAND TOTAL	130

FINAL BUILT-OUT SUMMARY

TYPE	QTY
ACCESSIBLE VAN	1
ACCESSIBLE VANWAY	1
WHEELCHAIR	2
WALKWAY	1
F4	
ACCESSIBLE	20
ACCESSIBLE VAN	4
COMPACT	68
SELF-PARK	68
SELF-PARK	68
F4	
ACCESSIBLE	7
ACCESSIBLE VAN	7
COMPACT	18
SELF-PARK	18
SELF-PARK	18
F5	
ACCESSIBLE	4
ACCESSIBLE VAN	4
COMPACT	18
SELF-PARK	18
SELF-PARK	18
F6	
ACCESSIBLE	4
ACCESSIBLE VAN	4
COMPACT	18
SELF-PARK	18
SELF-PARK	18
GRAND TOTAL	130

PH SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	74
SELF-PARK	88
SELF-PARK	31
F4	
ACCESSIBLE VAN	4
COMPACT	13
SELF-PARK	18
SELF-PARK	18
F5	
ACCESSIBLE	4
COMPACT	13
SELF-PARK	18
SELF-PARK	18
GRAND TOTAL	130

4B SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	34
ACCESSIBLE VAN	7
ACCESSIBLE VANWAY	3
WHEELCHAIR	1
WALKWAY	1
COMPACT	7
SELF-PARK	130
SELF-PARK	130
WALKWAY	1
WALKWAY	1
GRAND TOTAL	130

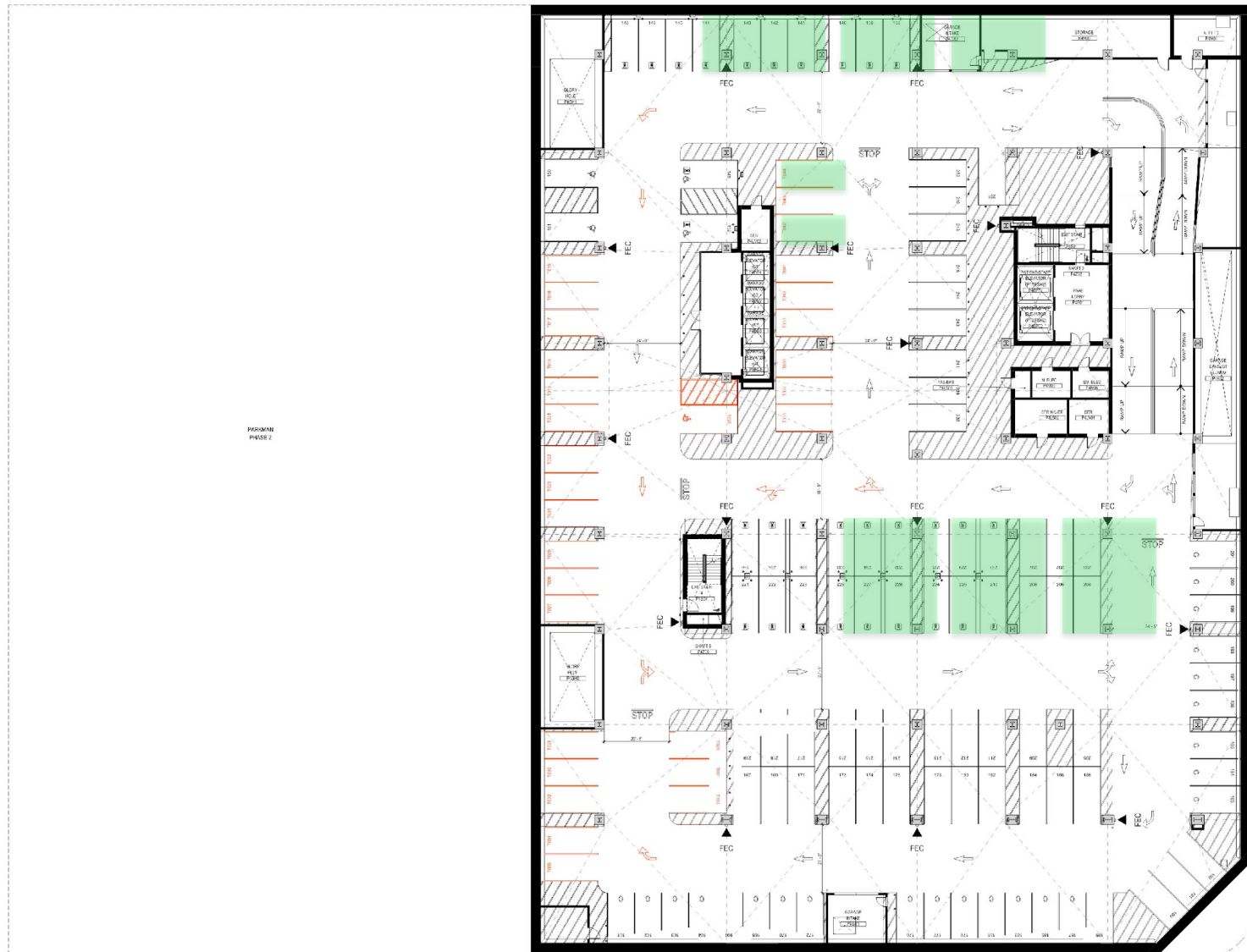
FINAL SPACE TYPE SUMMARY

TYPE	QTY
COMPACT	18
ACCESSIBLE VAN	8
ACCESSIBLE VANWAY	3
WHEELCHAIR	2
WALKWAY	1
COMPACT	18
SELF-PARK	130
SELF-PARK	130
WALKWAY	1
WALKWAY	1
GRAND TOTAL	130

PHASE 1 PHASE 2 SUMMARY

TYPE	QTY
ACCESSIBLE	34
ACCESSIBLE VAN	7
ACCESSIBLE VANWAY	3
WHEELCHAIR	1
WALKWAY	1
COMPACT	7
SELF-PARK	130
SELF-PARK	130
WALKWAY	1
WALKWAY	1
GRAND TOTAL	130

PARKING LEVEL P4 PHASE 1



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN	1
ACCESSIBLE	14
COMPACT	2
SELF-PARKING	18
OVERALL	32
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	34
ACCESSIBLE	1
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	31
ACCESSIBLE	1
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	31
ACCESSIBLE	1
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	31
ACCESSIBLE	1
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	31

FULL BUILD-OUT SUMMARY

TYPE	QTY
ACCESSIBLE VAN	11
ACCESSIBLE VAN	1
ACCESSIBLE	2
COMPACT	26
SELF-PARKING	4
OVERALL	44
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	18
SELF-PARKING	18
OVERALL	51
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	18
SELF-PARKING	18
OVERALL	51
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	18
SELF-PARKING	18
OVERALL	51
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	18
SELF-PARKING	18
OVERALL	51

PK SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	74
SELF-PARKING	41
OVERALL	115
ACCESSIBLE	4
COMPACT	13
SELF-PARKING	18
OVERALL	32
ACCESSIBLE	4
COMPACT	13
SELF-PARKING	18
OVERALL	35

4B SPACE TYPE SUMMARY

ACCESSIBLE	34
ACCESSIBLE VAN	1
ACCESSIBLE	1
COMPACT	2
SELF-PARKING	18
OVERALL	56
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	44

FINAL SPACE TYPE SUMMARY

ACCESSIBLE	48
ACCESSIBLE VAN	1
ACCESSIBLE	1
COMPACT	2
SELF-PARKING	18
OVERALL	69
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	11
SELF-PARKING	18
OVERALL	44

DRIVING PATTERN DIAGRAM

- PHASE 1 SPACE (ACCESS TO BOTH PHASES)
- PHASE 2 SPACE (ACCESS TO BOTH PHASES)
- PHASE 1 TO PHASE 2 (DRIVING)
- PHASE 2 TO PHASE 1 (DRIVING)

PARKING SPACE TYPES AND WIDTHS

- ACCESSIBLE: 9'-0"
- ACCESSIBLE VAN: 9'-0"
- COMPACT: 8'-0"
- SELF-PARKING: 9'-0"
- OVERALL: 9'-0"

PHASE 1 - PHASE 2 (DRIVING)

PARKING LEVEL P5 PHASE 1



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN	3
WHEEL CHAIR	1
COMPACT	2
SEATING	1
VA CONTRACTOR	18
	28
ACCESSIBLE	14
ACCESSIBLE	8
COMPACT	41
SEATING	23
SELF PARK	14
SELF PARK	16
	10
PERFORMANCE	3
ACCESSIBLE	7
COMPACT	12
SEATING	18
SELF PARK	28
	12
PERFORMANCE	2
ACCESSIBLE	2
COMPACT	11
SEATING	18
SELF PARK	12
	10
ACCESSIBLE	1
ACCESSIBLE	2
COMPACT	18
SEATING	15
SELF PARK	15
	11
CONCRETE	10

FINAL BUILD-OUT SUMMARY

ACCESSIBLE VAN	10
ACCESSIBLE VAN	1
WHEEL CHAIR	2
WHEELCHAIR	26
	26
ACCESSIBLE	20
ACCESSIBLE	4
COMPACT	48
SEATING	40
SELF PARK	40
	10
ACCESSIBLE	7
ACCESSIBLE	7
COMPACT	18
SEATING	18
SELF PARK	18
	10
ACCESSIBLE	16
ACCESSIBLE	4
COMPACT	18
SEATING	18
SELF PARK	12
	12
ACCESSIBLE	4
ACCESSIBLE	4
COMPACT	18
SEATING	18
SELF PARK	12
	10
CONCRETE	10

PK SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	16
SEATING	18
SELF PARK	18
	10
ACCESSIBLE	4
COMPACT	13
SEATING	18
SELF PARK	18
	10
ACCESSIBLE	4
COMPACT	4
SEATING	12
SELF PARK	12
	10
CONCRETE	10

4B SPACE TYPE SUMMARY

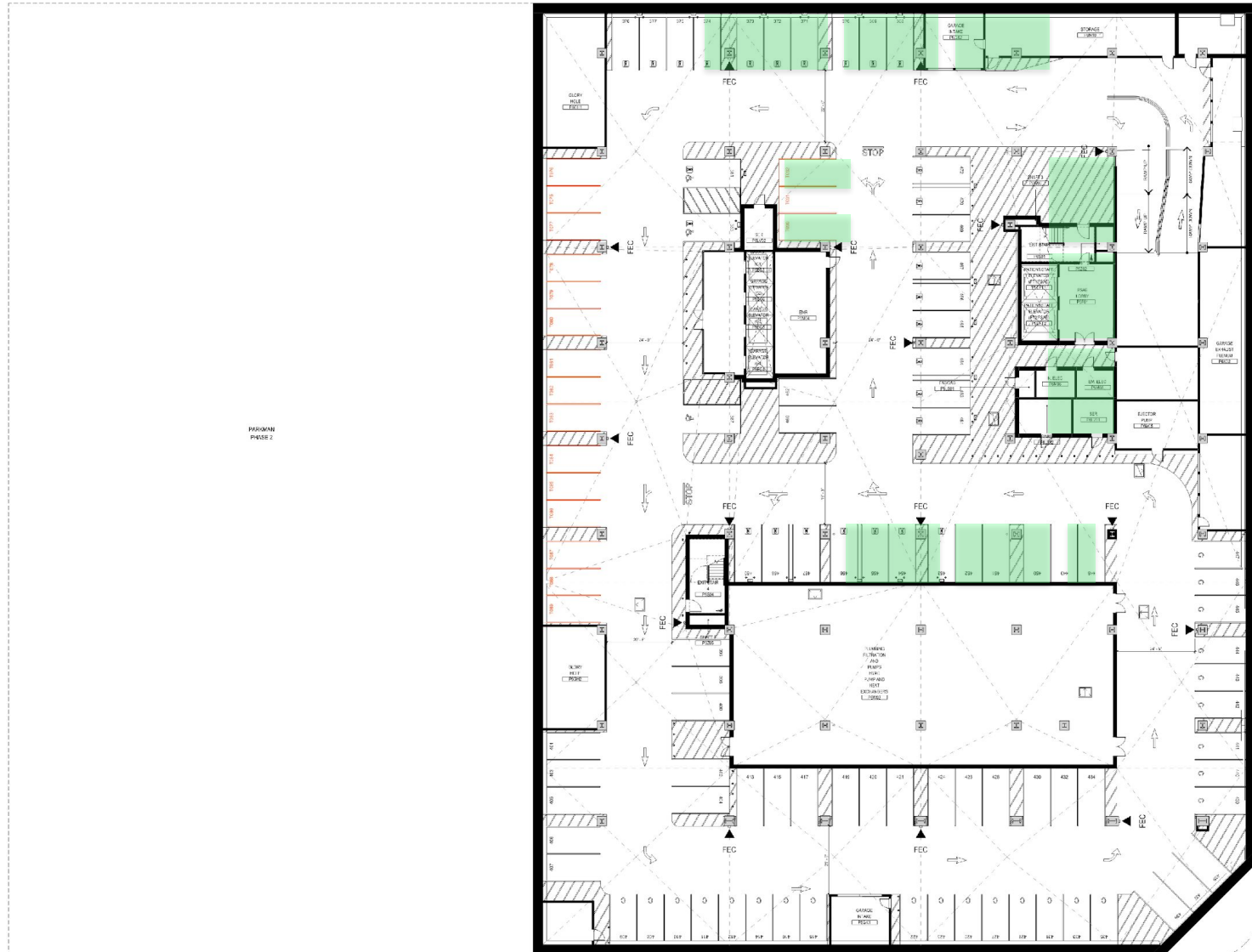
ACCESSIBLE	34
ACCESSIBLE	7
ACCESSIBLE VAN	1
ACCESSIBLE VAN	1
WHEEL CHAIR	1
WHEELCHAIR	26
COMPACT	7
SEATING	100
SELF PARK	100
SELF PARK	100
CONCRETE	10
	100

FINAL SPACE TYPE SUMMARY

CONCRETE	10
ACCESSIBLE VAN	10
ACCESSIBLE VAN	1
WHEEL CHAIR	2
WHEELCHAIR	26
COMPACT	18
SEATING	18
SELF PARK	12
SELF PARK	12
CONCRETE	10

PHASE 1 SPACE COUNT IN GREEN PHASE 1
 PHASE 2 SPACE COUNT IN ORANGE PHASE 2
 PHASE 1 TO PHASE 2 TRANSITION DEVICES IN PHASE 1
 PHASE 2 TO PHASE 1 TRANSITION DEVICES IN PHASE 2
 PARKING SPACES TO BE CLOSED
 ACCESSIBLE
 WHEEL CHAIR
 WHEELCHAIR
 COMPACT
 SEATING
 SELF PARK
 SELF PARK
 VA CONTRACTOR
 CONCRETE
 PERFORMER

PARKING LEVEL P6 PHASE 1



PARKING
PHASE 2

4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN	3
WHEELchair	1
COMPACT	2
DISABILITY	1
VAN CONTRACTOR	18
ACCESSIBLE	14
ACCESSIBLE	1
COMPACT	14
SELF-PARK	23
SELF-PARK	14
SELF-PARK	16
PERFORMANCE	1
ACCESSIBLE	7
COMPACT	12
SELF-PARK	18
SELF-PARK	12
PERFORMANCE	2
ACCESSIBLE	2
COMPACT	18
SELF-PARK	18
SELF-PARK	12
SELF-PARK	10
ACCESSIBLE	1
ACCESSIBLE	2
COMPACT	18
SELF-PARK	15
SELF-PARK	11
CONCRETE	10

FINAL BUILD-OUT SUMMARY

ACCESSIBLE VAN	10
ACCESSIBLE VAN	1
WHEELCHAIR	2
WHEELCHAIR	1
ACCESSIBLE	20
COMPACT	4
COMPACT	46
SELF-PARK	18
SELF-PARK	10
ACCESSIBLE	7
ACCESSIBLE	7
COMPACT	18
SELF-PARK	18
SELF-PARK	10
ACCESSIBLE	16
ACCESSIBLE	4
COMPACT	18
SELF-PARK	18
SELF-PARK	12
ACCESSIBLE	4
ACCESSIBLE	4
COMPACT	18
SELF-PARK	17
SELF-PARK	10
CONCRETE	10

PHASE 1 SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	16
SELF-PARK	18
SELF-PARK	10
ACCESSIBLE	4
COMPACT	13
SELF-PARK	18
SELF-PARK	12
ACCESSIBLE	4
COMPACT	13
SELF-PARK	18
SELF-PARK	12
CONCRETE	10

4B SPACE TYPE SUMMARY

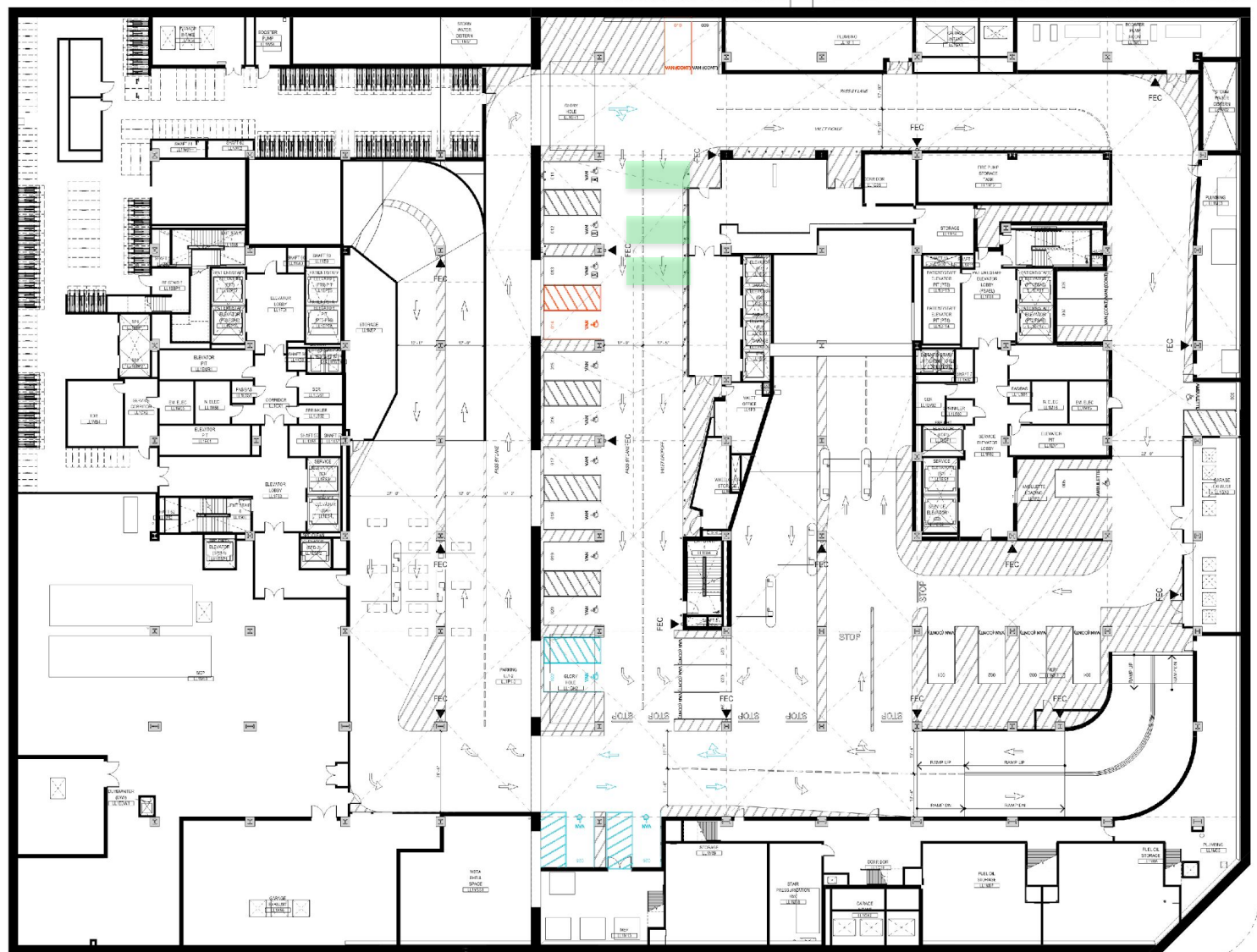
ACCESSIBLE	34
ACCESSIBLE	7
ACCESSIBLE VAN	1
ACCESSIBLE	1
WHEELCHAIR	2
COMPACT	100
SELF-PARK	100
SELF-PARK	100
DISABILITY	1
CONTRACTOR	18
CONTRACTOR	18

FINAL SPACE TYPE SUMMARY

CONTRACTOR	18
ACCESSIBLE VAN	1
ACCESSIBLE VAN	1
WHEELCHAIR	2
WHEELCHAIR	2
COMPACT	100
SELF-PARK	100
SELF-PARK	100
DISABILITY	1
CONTRACTOR	18
CONTRACTOR	18

*REVISIT PHASE 1 PLAN FOR A MORE DETAILED PLAN

LEVEL LL1 PHASE 2



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VEH	7
ACCESSIBLE VAN	3
WALL	1
CORRECT	2
REACHING	2
UN-CONTRACTED	18
ACCESSIBLE	14
ACCESSIBLE	8
ACCESSIBLE	45
SELF-PARK	23
SELF-PARK	14
SELF-PARK	16
CONTRACT	3
ACCESSIBLE	7
CORRECT	23
SELF-PARK	18
SELF-PARK	28
CONTRACT	10
ACCESSIBLE	2
ACCESSIBLE	14
SELF-PARK	18
SELF-PARK	22
SELF-PARK	10
ACCESSIBLE	1
ACCESSIBLE	2
CORRECT	18
CONTRACT	17
SELF-PARK	25
CONTRACT	11
CONTRACT	10

FINAL BUILD-OUT SUMMARY

ACCESSIBLE VAN	10
ACCESSIBLE VEH	1
WALL	1
CONTRACT	26
ACCESSIBLE	20
CONTRACT	48
SELF-PARK	40
SELF-PARK	40
ACCESSIBLE	7
ACCESSIBLE	18
SELF-PARK	10
SELF-PARK	10
ACCESSIBLE	16
ACCESSIBLE	4
CONTRACT	18
SELF-PARK	10
SELF-PARK	10
ACCESSIBLE	4
CONTRACT	17
SELF-PARK	17
SELF-PARK	10
CONTRACT	10

PK SPACE COUNT - PHASE 2

TYPE	QTY
CONTRACT	16
SELF-PARK	48
SELF-PARK	31
SELF-PARK	10
ACCESSIBLE	4
CONTRACT	13
SELF-PARK	10
SELF-PARK	10
ACCESSIBLE	10
CONTRACT	4
CONTRACT	13
SELF-PARK	10
SELF-PARK	10
CONTRACT	10

4B SPACE TYPE SUMMARY

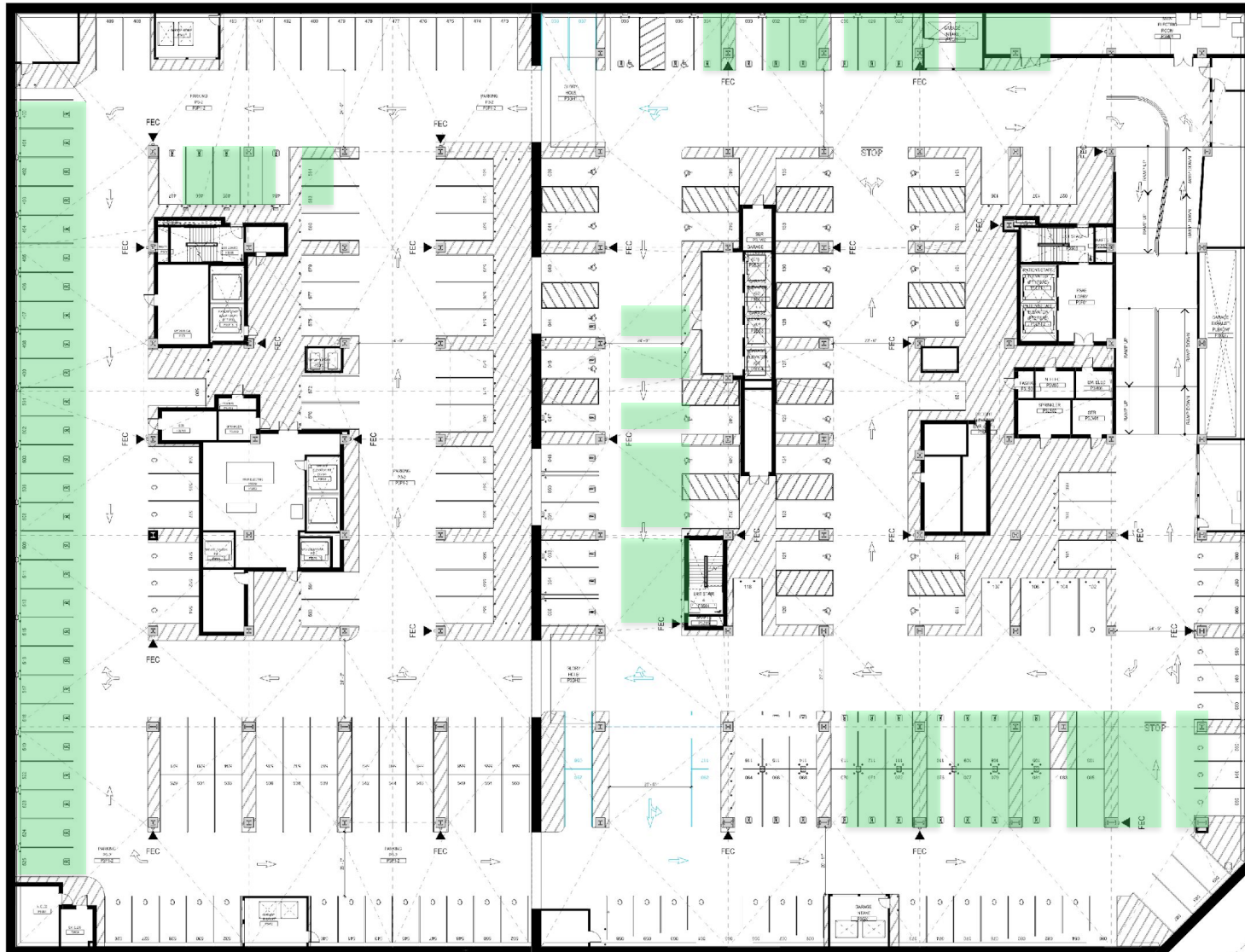
ACCESSIBLE	34
ACCESSIBLE	1
ACCESSIBLE VAN	1
ACCESSIBLE VEH	1
WALL	1
CORRECT	7
CONTRACT	100
SELF-PARK	20
SELF-PARK	10
UN-CONTRACTED	15
CONTRACT	10

FINAL SPACE TYPE SUMMARY

CONTRACT	10
ACCESSIBLE VAN	10
ACCESSIBLE VAN	3
ACCESSIBLE VEH	1
WALL	1
CONTRACT	10
CONTRACT	10
SELF-PARK	40
SELF-PARK	40
UN-CONTRACTED	10

PHASE 1 SPACE COUNT IN GREEN
 PHASE 2 SPACE COUNT IN RED
 PHASE 1 TO PHASE 2 TRANSITION
 PHASE 2 TO PHASE 1 TRANSITION
 PHASE 1 TO PHASE 2 TRANSITION
 PHASE 2 TO PHASE 1 TRANSITION

PARKING LEVEL P3 PHASE 2



PARKING LEVEL P4 PHASE 2



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN/ST	3
WHEEL CH	1
COMPACT	2
STANDARD	18
SELF-PARKING	28
TOTAL	67
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	81
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	81
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	81

FULL BUILD-OUT SUMMARY

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN/ST	3
WHEEL CH	1
COMPACT	2
STANDARD	18
SELF-PARKING	28
TOTAL	67
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	81
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	81
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	81

PH SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	16
STANDARD	40
SELF-PARKING	34
TOTAL	90
ACCESSIBLE	4
ACCESSIBLE VAN	13
COMPACT	16
STANDARD	40
SELF-PARKING	34
TOTAL	107
ACCESSIBLE	4
ACCESSIBLE VAN	13
COMPACT	16
STANDARD	40
SELF-PARKING	34
TOTAL	107

4B SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	11
ACCESSIBLE VAN	10
WHEEL CH	1
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	82
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	82

FINAL SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	11
ACCESSIBLE VAN	10
WHEEL CH	1
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	82
ACCESSIBLE	11
ACCESSIBLE VAN	10
COMPACT	2
STANDARD	26
SELF-PARKING	32
TOTAL	82

*REVISIT PHASE 1 PLAN FOR AVOIDANCE

PARKING LEVEL P5 PHASE 2



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN/RY	1
WHEELCHAIR	1
COMPACT	2
SELF-PARK	1
UNASSIGNED	16
Subtotal	29
OVERALL	24
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	23
SELF-PARK	23
UNASSIGNED	10
Subtotal	61
OVERALL	56
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	23
SELF-PARK	23
UNASSIGNED	10
Subtotal	61
OVERALL	56

FULL BUILD-OUT SUMMARY

TYPE	QTY
ACCESSIBLE VAN	10
ACCESSIBLE VAN/RY	1
WHEELCHAIR	2
UNASSIGNED	26
Subtotal	40
OVERALL	35
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	46
SELF-PARK	62
UNASSIGNED	62
Subtotal	172
OVERALL	137
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	26
SELF-PARK	106
UNASSIGNED	106
Subtotal	240
OVERALL	235
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	26
SELF-PARK	106
UNASSIGNED	106
Subtotal	240
OVERALL	235

PHASE SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	15
SELF-PARK	10
UNASSIGNED	10
Subtotal	35
OVERALL	30
ACCESSIBLE	1
COMPACT	15
SELF-PARK	10
UNASSIGNED	10
Subtotal	36
OVERALL	31
ACCESSIBLE	1
COMPACT	15
SELF-PARK	10
UNASSIGNED	10
Subtotal	36
OVERALL	31

4B SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	1
ACCESSIBLE VAN	7
ACCESSIBLE VAN/RY	1
WHEELCHAIR	1
COMPACT	2
SELF-PARK	1
UNASSIGNED	16
Subtotal	29
OVERALL	24

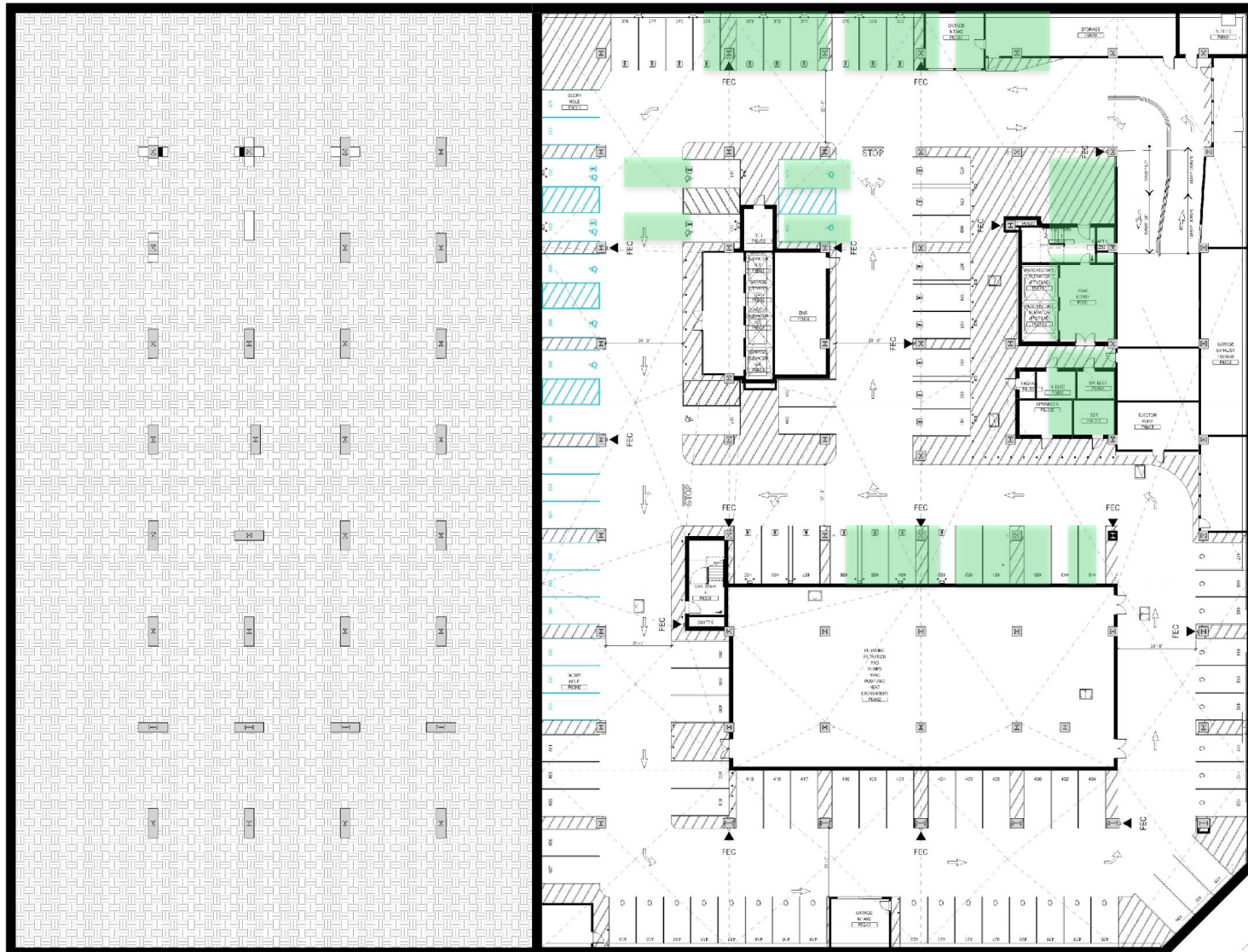
FINAL SPACE TYPE SUMMARY

TYPE	QTY
ACCESSIBLE	1
ACCESSIBLE VAN	10
ACCESSIBLE VAN/RY	1
WHEELCHAIR	2
UNASSIGNED	26
Subtotal	40
OVERALL	35
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	46
SELF-PARK	62
UNASSIGNED	62
Subtotal	172
OVERALL	137
ACCESSIBLE	1
ACCESSIBLE VAN	1
COMPACT	26
SELF-PARK	106
UNASSIGNED	106
Subtotal	240
OVERALL	235

LEGEND

- PHASE 1 SPACE COUNT (GREEN)
- PHASE 2 SPACE COUNT (BLUE)
- PHASE 1 SPACE ADDED TO PHASE 2 (ORANGE)
- PHASE 2 SPACE ADDED TO PHASE 1 (RED)
- PHASE 1 SPACE ADDED TO PHASE 2 (ORANGE)
- PHASE 2 SPACE ADDED TO PHASE 1 (RED)
- PHASE 1 SPACE ADDED TO PHASE 2 (ORANGE)
- PHASE 2 SPACE ADDED TO PHASE 1 (RED)

PARKING LEVEL P6 PHASE 2



4B SPACE COUNT - PHASE 1

TYPE	QTY
ACCESSIBLE VAN	7
ACCESSIBLE VAN/VEHICLE	3
WHEELCHAIR	1
COURT	2
DISPATCH	1
VA CONTRACTOR	18
FA	
ACCESSIBLE	14
ACCESSIBLE	8
COMPACT	41
SELF-PARK	23
SELF-PARK	14
FA.6	
FA	
PERFORMER	3
ACCESSIBLE	7
COMPACT	23
SELF-PARK	18
SELF-PARK	18
FA.5	
ACCESSIBLE	2
ACCESSIBLE	2
COMPACT	18
SELF-PARK	18
SELF-PARK	10
FA.4	
ACCESSIBLE	1
ACCESSIBLE	2
COMPACT	18
SELF-PARK	15
SELF-PARK	15
CONCRETE	
CONCRETE	130

FINAL BUILD-OUT SUMMARY

ACCESSIBLE VAN	10
ACCESSIBLE VAN/VEHICLE	3
WHEELCHAIR	2
WHEELCHAIR/VEHICLE	1
FA	
ACCESSIBLE	20
ACCESSIBLE	4
COMPACT	60
SELF-PARK	30
SELF-PARK	10
FA.4	
ACCESSIBLE	7
ACCESSIBLE	7
COMPACT	10
SELF-PARK	10
SELF-PARK	10
FA.5	
ACCESSIBLE	16
ACCESSIBLE	4
COMPACT	30
SELF-PARK	18
SELF-PARK	10
FA.6	
ACCESSIBLE	4
ACCESSIBLE	4
COMPACT	17
SELF-PARK	17
SELF-PARK	15
CONCRETE	
CONCRETE	180

PK SPACE COUNT - PHASE 2

TYPE	QTY
COMPACT	16
SELF-PARK	10
SELF-PARK	10
FA	
ACCESSIBLE	4
COMPACT	13
SELF-PARK	10
SELF-PARK	10
FA.6	
ACCESSIBLE	4
COMPACT	13
SELF-PARK	10
SELF-PARK	10
CONCRETE	
CONCRETE	180

4B SPACE TYPE SUMMARY

ACCESSIBLE	34
ACCESSIBLE	7
ACCESSIBLE VAN/VEHICLE	3
ACCESSIBLE	1
WHEELCHAIR	2
COURT	2
DISPATCH	1
VA CONTRACTOR	18
CONCRETE	
CONCRETE	180

FINAL SPACE TYPE SUMMARY

ACCESSIBLE	34
ACCESSIBLE	7
ACCESSIBLE VAN/VEHICLE	3
ACCESSIBLE	1
WHEELCHAIR	2
COURT	2
DISPATCH	1
VA CONTRACTOR	18
CONCRETE	
CONCRETE	180

What we are doing to ease traffic congestion

- 78% of staff arrives by public transportation, by bicycle or on foot
- Largest shuttle bus program and bicycle program in the City
- 222 New spaces in the new garage for patients and visitors only
- Includes a new MBTA headhouse for the future Blue Line Connector
- 115% Increase in bike parking – 566 New Spaces
- Valet operations in the lower level
- Public realm being designed for future bicycle lanes on Cambridge St. and Blossom St.
- Internal loading dock off Blossom St.
- Pedestrian bridge to reduce pedestrian / vehicle conflicts and improve flow
- Implement Transportation Access Plan Agreement (TAPA) and Construction Management Plan (CMP)
- Project team will have monthly public meetings during construction period to give updates on progress and hear concerns
- *\$4 million contribution to the improvement to Blossom St.*
- *\$500,000 for the advancement of the study and design of Cambridge St.*
- *\$250,000 to BTD*
- *\$288,724 monetary contribution to the City's Bluebikes system including a new Bluebike station on the MGH campus*

Community Benefits – Neighborhood Mitigation

West End Senior Center / Community Center and Community Engagement

- MGH will sublease and renovate space at 75 Blossom Court for use as a Senior Center / Community Center and Food Bank
- MGH will provide financial support to the Old West Church and its service-based programming
- MGH continues to provide its strong support and sponsorship for the Esplanade Association's proposed Pavilion Project
- MGH will partner with community organizations on racial and environmental justice initiatives, and will convene bi-annual meetings with neighborhood groups and organizations

Historic Preservation

- MGH will incorporate a portion of the Winchell School Façade in the Northeast corner of the project, as well as curated displays representing the history and culture of the West End
- MGH will provide display space within the project for local museums including the West End Museum and the Museum of African American History
- MGH will provide financial support to the West End Museum and the Museum of African American History and for program development, displays and capital needs
- MGH will provide financial support to the Boston Preservation Alliance along with a substantial contribution to the Boston Legacy Fund

Beacon Hill / 12 Garden Street

- MGH will move the hospital uses of the former garage into the Cambridge Street Project and extend an RFP for the reuse of the site for affordable housing

Transportation and Transit

- MGH will incorporate space within the Cambridge Street Project for an MBTA Headhouse for the planned Red/Blue line connector
- MGH has reduced proposed vehicular parking and increased bicycle parking on the campus
- Design of the new building will allow and facilitate the City's bike lane programs

SW Aerial



Commission Q&A

15 N Anderson St & 261 Cambridge Street

Public Q&A will follow shortly. Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.



Public Q&A

15 N Anderson St & 261 Cambridge Street

Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

The background of the slide is a dark blue aerial wireframe map of a city, showing building footprints and street layouts in a light blue color. The map is centered and covers the entire area.

Commission Motion & Vote

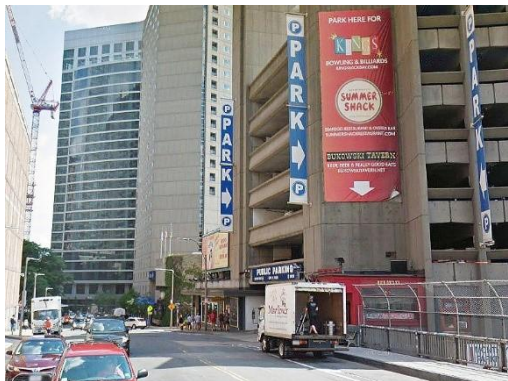
15 N Anderson St & 261 Cambridge Street

50 Dalton St

Modified Downtown Parking Freeze Permit

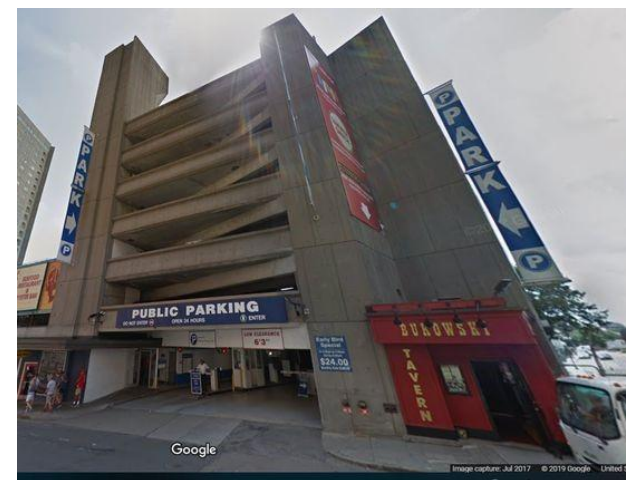


This public hearing will include opportunity for public comment. During public comment periods, members of the public may submit any comments or questions by “raising their hand” or by typing in the chat box.



50 Dalton Street

Application to Modify Downtown
Boston Parking Freeze Permit
#APCC453741 for the Parking Garage
located at 50 Dalton Street, Boston,
(Back Bay), MA



Executive Summary

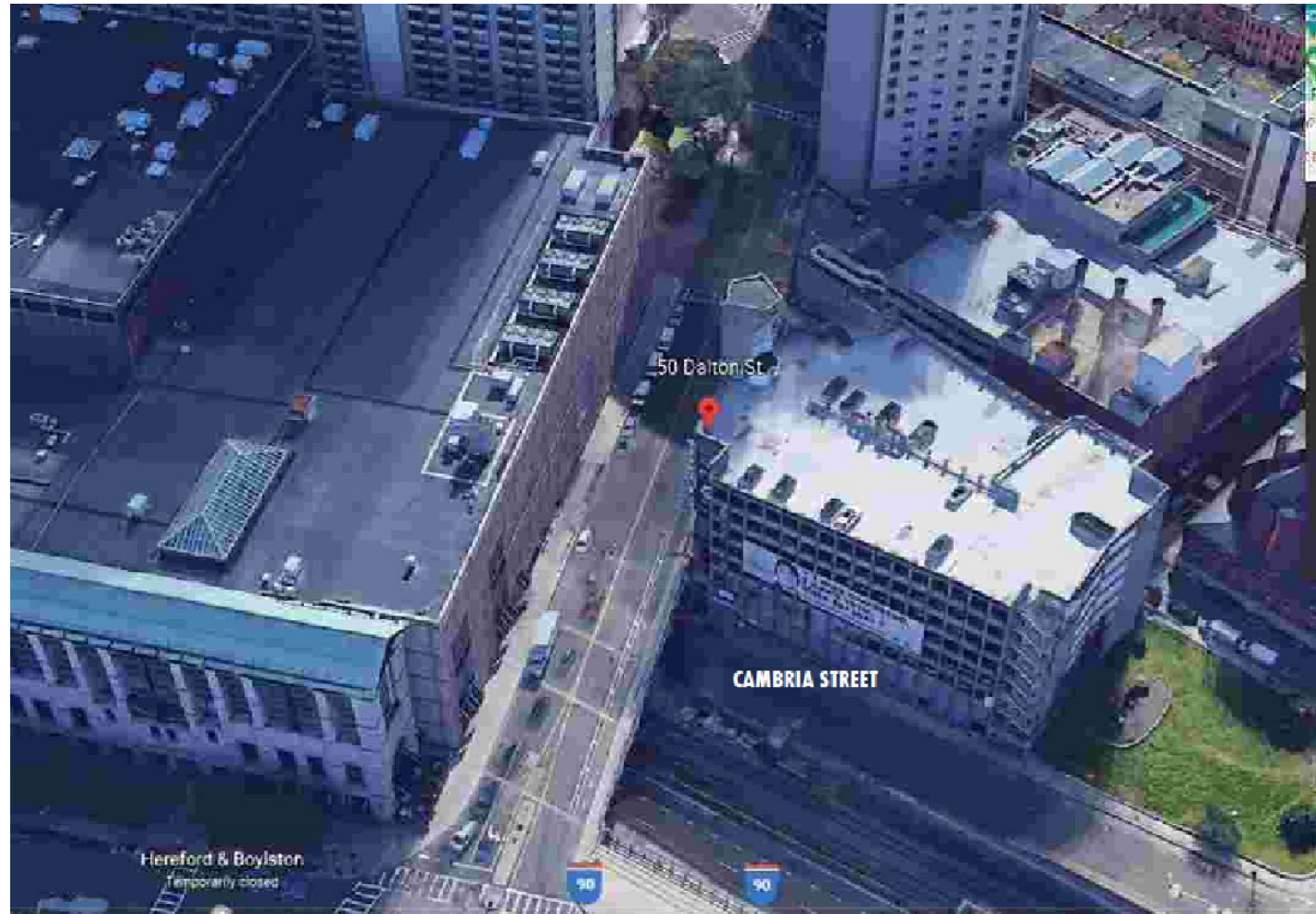
REQUESTED ACTION

- Seeking a Modification of the Downtown Boston Parking Permit for 50 Dalton Street to add 66 parking spaces in the basement of Facility
- Existing Permit for Facility was issued for 501 Parking Spaces
- Approval of the Modification will increase the total to 567 Parking Spaces

HISTORY OF FACILITY

- The Facility was built in 1965
- The Facility has been professionally managed by Pilgrim Parking, Inc. since inception
- The basement parking spaces have historically existed since the construction of the Facility in 1965
- During the mid 1960's, Hertz parked and serviced a fleet of rental vehicles in the basement of the Facility (*see Hertz sign below*)
- Owner received permission from the City of the Boston for gasoline storage permits in the basement where vehicles were parked (i.e., Petition CC-736 issued on May 3, 1965 and Petition CC-819 issued on April 21, 1966 by the City of Boston Public Safety Commission, Committee on Licenses) to allow a 5,000 gallon underground storage tank to service the vehicles parked in the basement
- Directly following the closure of Hertz, the parking within the basement was continued as off-street parking for the general public and the local business community for over 50 years
- There is a garage door and curb cut off Cambria Street, a public street, that provides direct vehicular access to the basement; there is also a sign above the door to the basement noting that monthly parking is available
- The basement parking spaces provide safe, convenient and affordable off-street parking

Locus Plan



Application to Modify Downtown Boston Parking Freeze Permit #APCC453741 for the Parking Garage located at 50 Dalton Street, Boston, (Back Bay), MA

Entrance off Dalton Street



Application to Modify Downtown Boston Parking Freeze Permit #APCC453741 for the Parking Garage located at 50 Dalton Street, Boston, (Back Bay), MA

Entrance off Cambria Street



Application to Modify Downtown Boston Parking Freeze Permit #APCC453741 for the Parking Garage located at 50 Dalton Street, Boston, (Back Bay), MA

Basement Spaces



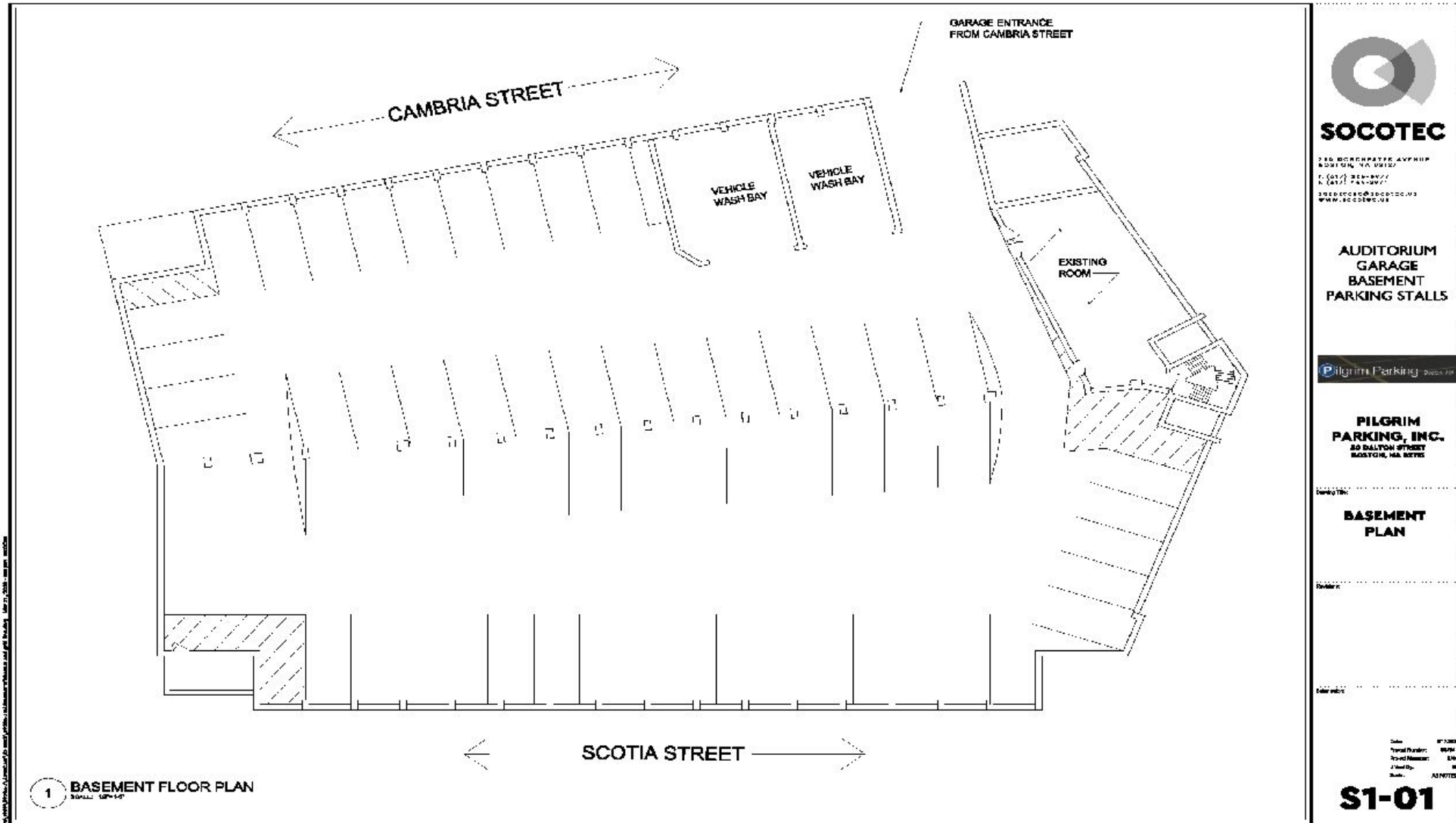
Application to Modify Downtown Boston Parking Freeze Permit #APCC453741 for the Parking Garage located at 50 Dalton Street, Boston, (Back Bay), MA

Basement Spaces



Application to Modify Downtown Boston Parking Freeze Permit #APCC453741 for the Parking Garage located at 50 Dalton Street, Boston, (Back Bay), MA

Basement Parking Plan



Hertz Sign

The drawing shows a sign structure with a top section labeled 'Hertz' and a right-pointing arrow. Dimensions include a height of 37 inches and a width of 24 inches. Below the sign is a support structure with two vertical posts and a horizontal beam. The drawing is annotated with 'SCALE 3/8"=1'-0"' and 'APPROVED MAR 26 1968'.

APPROVED
 MAR 26 1968
 By: *[Signature]*
 SALES - D.M. JOSEPH

ESTIMATED LOAD		RECEIVED		CUSTOMER'S APPROVAL		DURING TO BE INSTALLED BY	
WIND	ICE	DATE	BY	DATE	BY	DATE	BY

ACCESSORIES TO BE FURNISHED FROM FACTORY		WIRING DATA		SIGN FILLER		GENERAL DESCRIPTION	
NAME	QUANTITY	TYPE	WIRE	TYPE	TYPE	TYPE	TYPE
CABLE BRACKETS				REGULAR			
FLASHER SEQUENCE				COMBINATION			
FLASHER MODEL				FLUORESCENT			
FLASHER LOCATION				INCANDESCENT			

FEDERAL SIGN AND SIGNAL CORPORATION
 HERTZ CORP.
 ADDRESS: 1000 BROADWAY, NEW YORK, N.Y.
 STATE: N.Y.

Application to Modify Downtown Boston Parking Freeze Permit #APCC453741 for the Parking Garage located at 50 Dalton Street, Boston, (Back Bay), MA

Commission Q&A

50 Dalton St

Public Q&A will follow shortly. Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.



Public Q&A

50 Dalton St

Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

The background of the slide is a dark blue aerial wireframe map of a city, showing building footprints, streets, and parks in a light blue color. The map is centered on a specific area, likely the location of the subject of the motion.

Commission Motion & Vote

50 Dalton St

380 Stuart St

New Downtown Parking Freeze Exemption Certification



This public hearing will include opportunity for public comment. During public comment periods, members of the public may submit any comments or questions by “raising their hand” or by typing in the chat box.



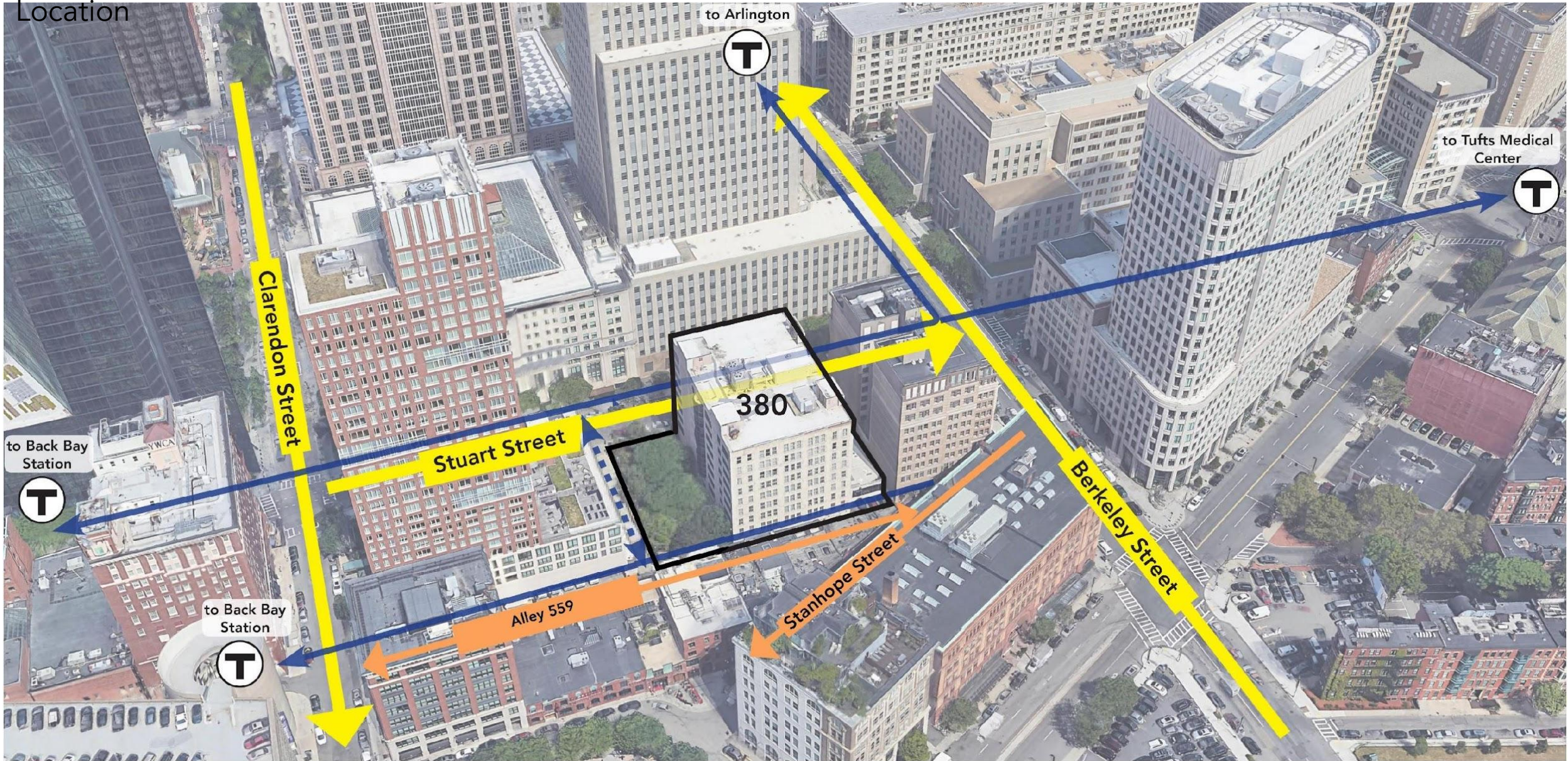
380 Stuart Street

Project # 27802-0004

BAPCC Hearing

October 19, 2022

Project
Location



380 Stuart Project Stats

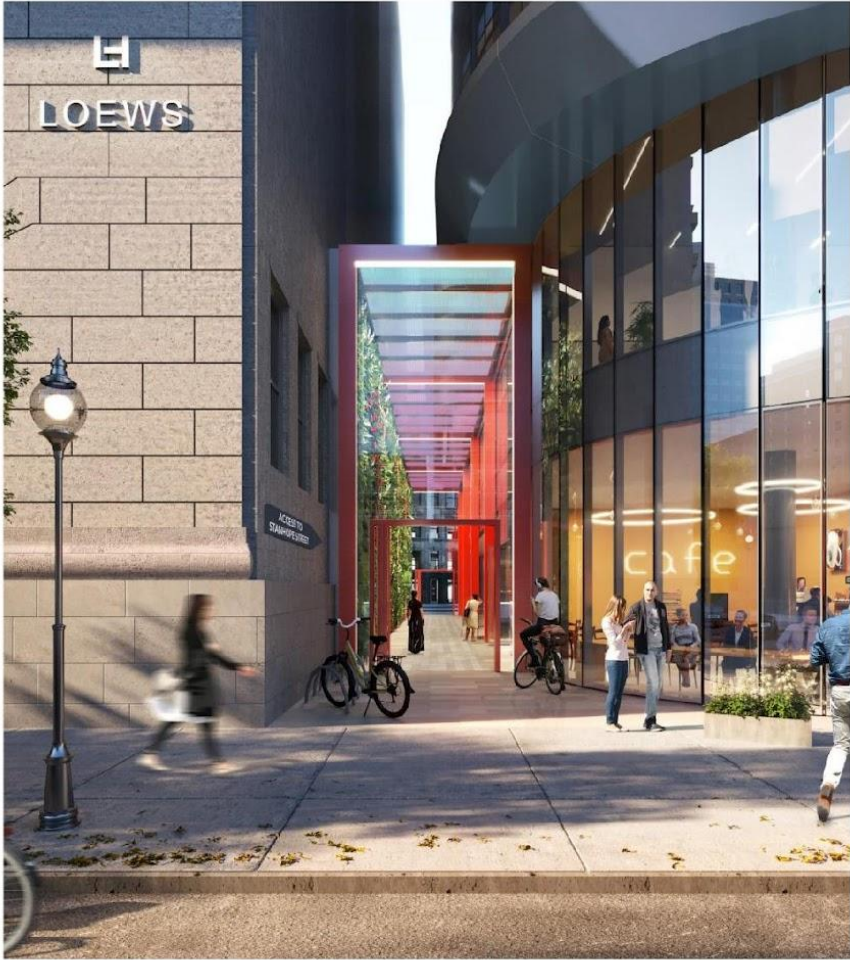
	Approved Project
GSF	625,000
Levels	28 above ground, 4 below ground parking levels
Parking	175 off-street spaces
EV Spaces	25% EV Spaces (44), 75% EV ready (131)
Visitor Bicycle Parking	34 Visitor Spaces
Tenant Bicycle Parking	252 Employee Spaces
Showers	14 Employee Showers
Lockers	106 Lockers
Uses	Office, retail, service, restaurant, parking, and other uses accessory thereto
Public Realm	Public realm expanded into activated lobby, outdoor plaza with water feature, protected/secured pedestrian pass-through, parking entrance on Stuart St. & egress onto Alley 559 (reducing width of curb cuts on Stuart St.), and 4 loading docks
Sustainable Design	An all-electric Net Zero Carbon building + LEED Gold

Tower Design



View from Stuart Street into East Passage and West Plaza

East Passage



West Plaza



Parking and Locker Totals by Level

VEHICULAR PARKING

Level	Type	Count
LEVEL P4	COMPACT	19
LEVEL P4	PARALLEL - SINGLE AISLE	3
LEVEL P4	STANDARD	30
		52

LEVEL P3	COMPACT	19
LEVEL P3	PARALLEL - SINGLE AISLE	3
LEVEL P3	STANDARD	29
		51

LEVEL P2	COMPACT	9
LEVEL P2	EV - COMPACT	10
LEVEL P2	EV - STANDARD	23
LEVEL P2	PARALLEL - SINGLE AISLE	3
LEVEL P2	STANDARD	6
		51

LEVEL P1	ACCESSIBLE	4
LEVEL P1	ACCESSIBLE VAN	1
LEVEL P1	COMPACT	2
LEVEL P1	EV - ACCESSIBLE	1
LEVEL P1	EV - COMPACT	1
LEVEL P1	EV - STANDARD	9
LEVEL P1	PARALLEL - SINGLE AISLE	3
		21

TOTAL VEHICULAR PARKING SPACES: 175 175

EV-equipped spaces: 44

EV-ready spaces: 100%

BICYCLE PARKING

LEVEL	TYPE	COUNT	BIKE COUNT
LEVEL P1	HIGH DENSITY (EMPLOYEE)	45	180
LEVEL P1	ON-GROUND (EMPLOYEE)	25	50
LEVEL P1	ON-GROUND, EXTRA-WIDE (EMPLOYEE)	4	8
			238

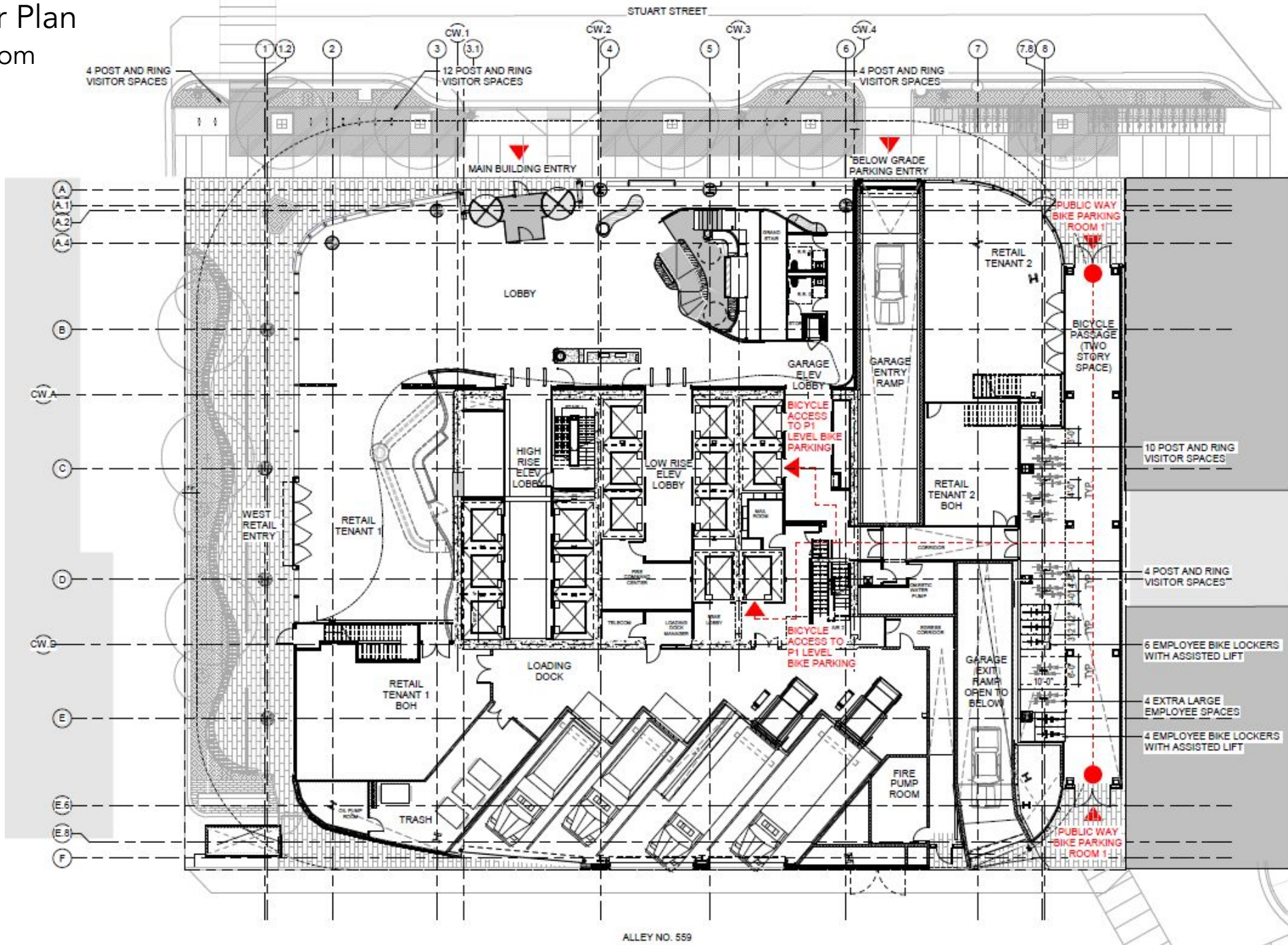
LEVEL 1	ON-GROUND (VISITOR, PASSAGE)	7	14
LEVEL 1	ON-GROUND (VISITOR, STREET)	10	20
LEVEL 1	ON-GROUND, EXTRA-WIDE (EMPLOYEE)	2	4
LEVEL 1	TWO TIER BIKE LOCKER (EMPLOYEE)	5	10
			48
	TOTAL BIKE PARKING SPACES		286

LOCKER COUNT

Level	Type	Unit Count	Locker Count
LEVEL P1	DOUBLE LOCKER UNIT	15	30
LEVEL 3	SINGLE LOCKER UNIT	72	72
LEVEL 3	DOUBLE LOCKER UNIT	2	4
	TOTAL	89	106

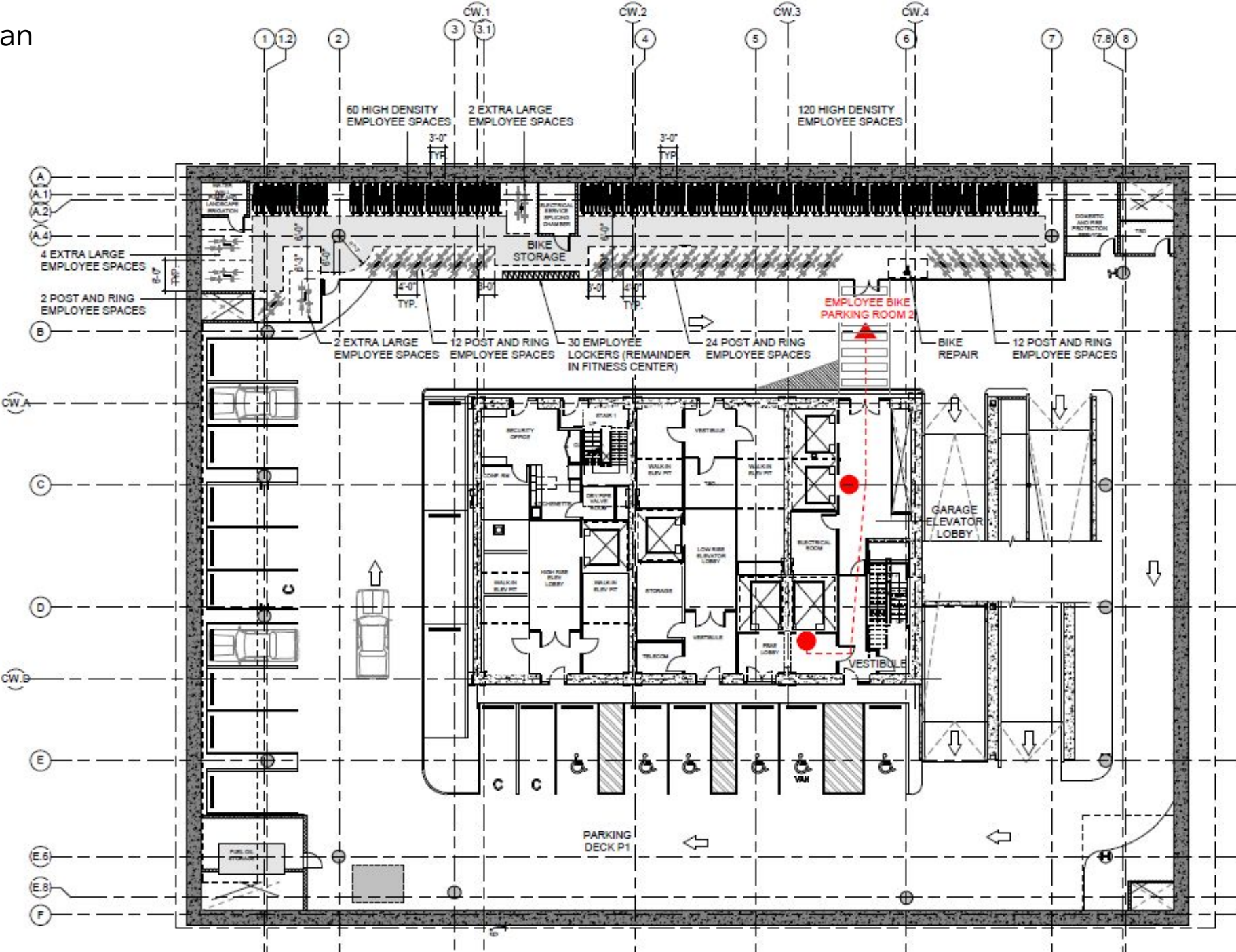
Ground Floor Plan

Path to Bike Room



Garage Floor Plan

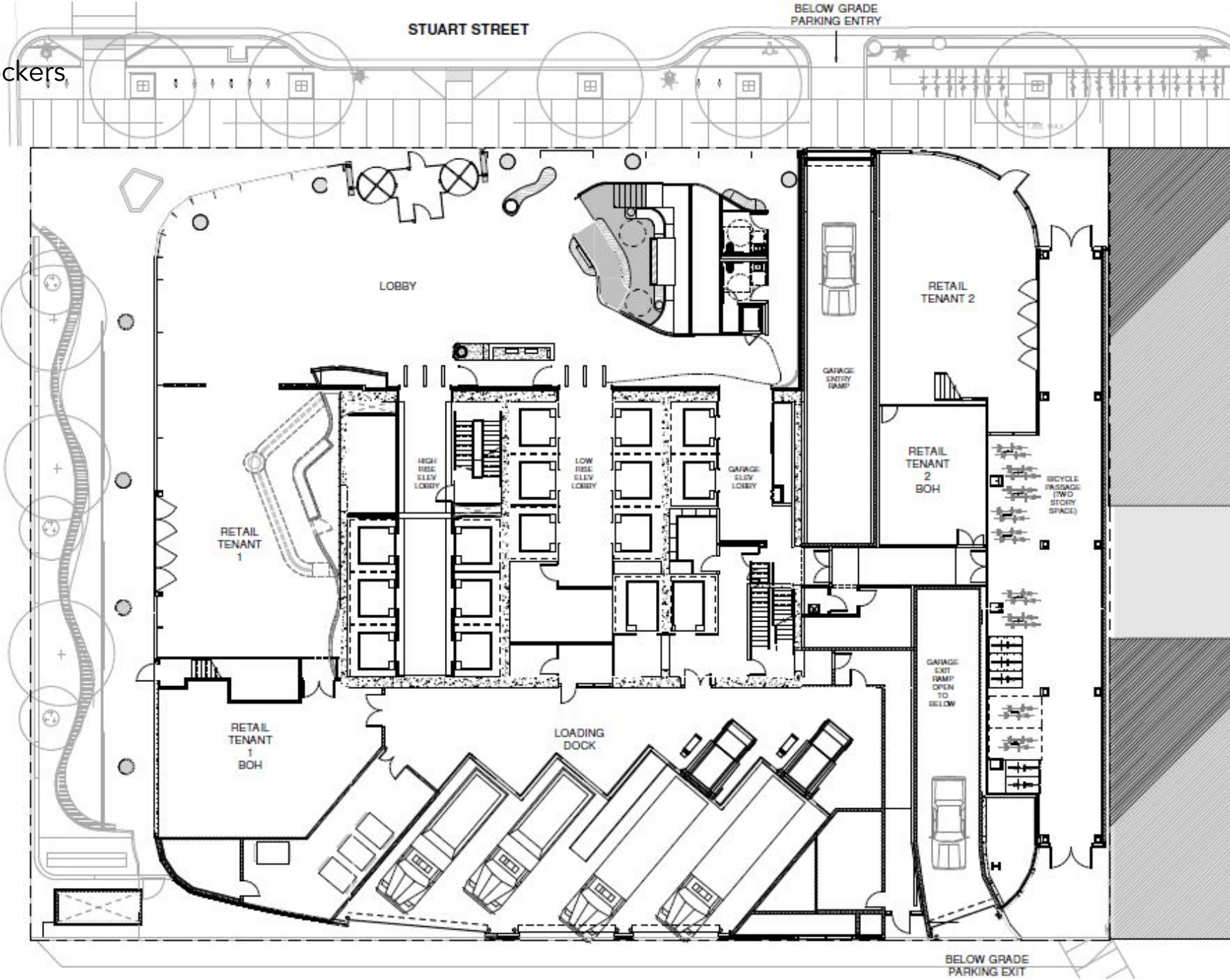
Path to Bike Room



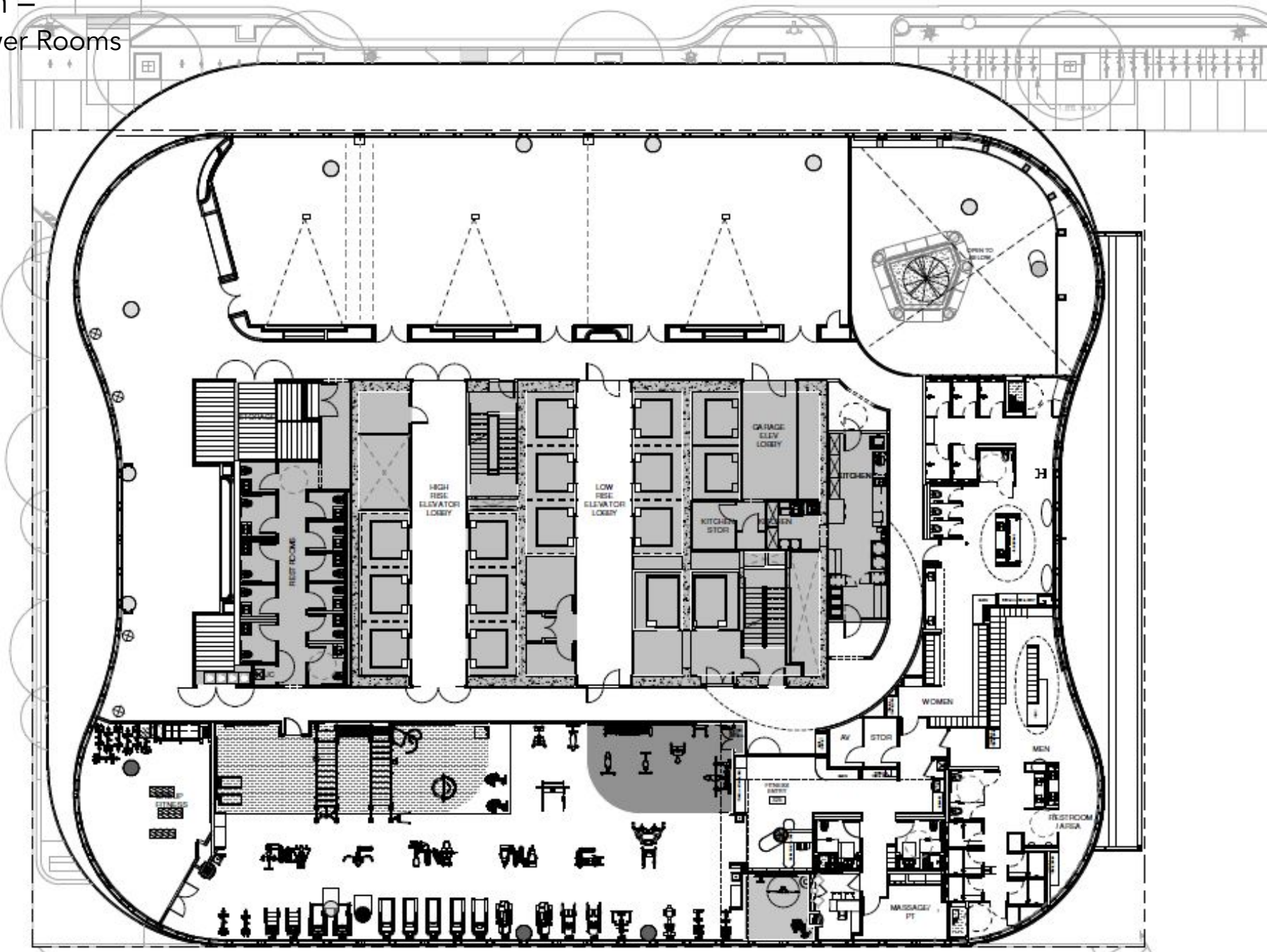
An architectural rendering of a modern city street. The central focus is a tall, curved skyscraper with a glass facade that reflects the sky. To its right is a shorter, multi-story brick building with a flat roof and a glass-enclosed ground floor. The street is wide and paved, with a sidewalk on the left where several people are walking, including one person with a dog. A dark car is driving on the right side of the street. The scene is set during the day with soft lighting, and trees are visible on both sides of the street.

Thank You

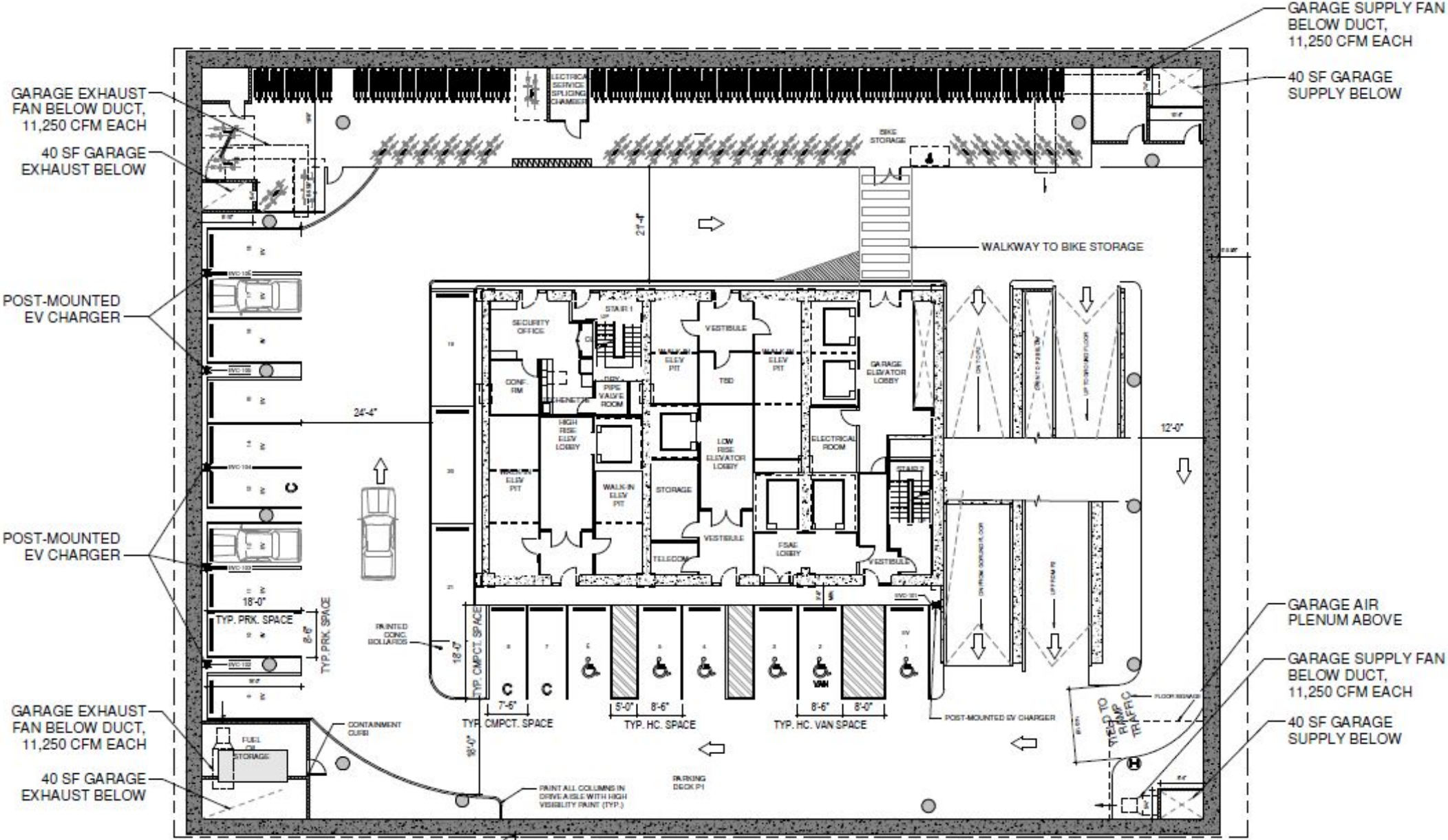
Ground Floor Plan Bicycle Parking and Lockers



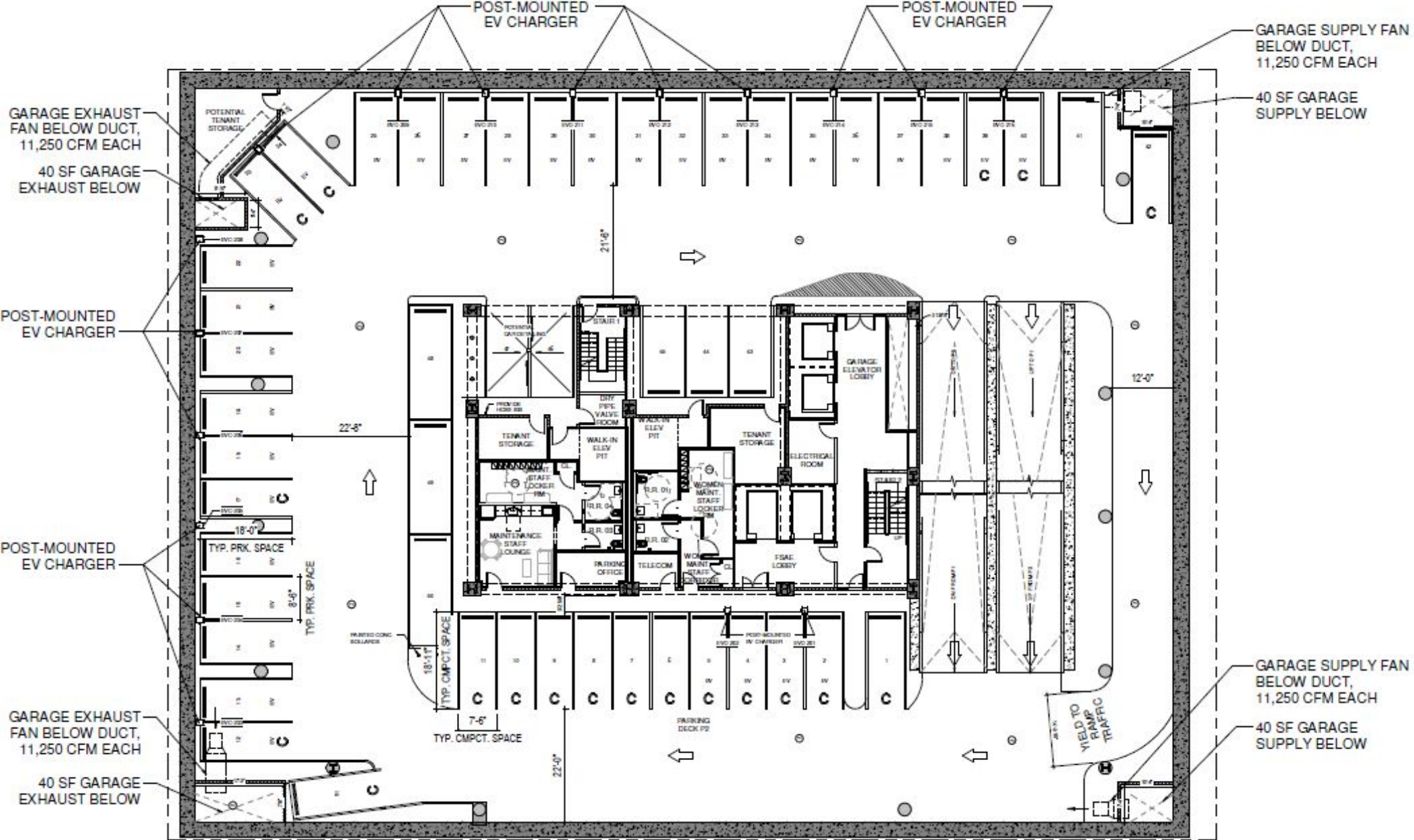
Third Level Floor Plan –
Employee Locker & Shower Rooms



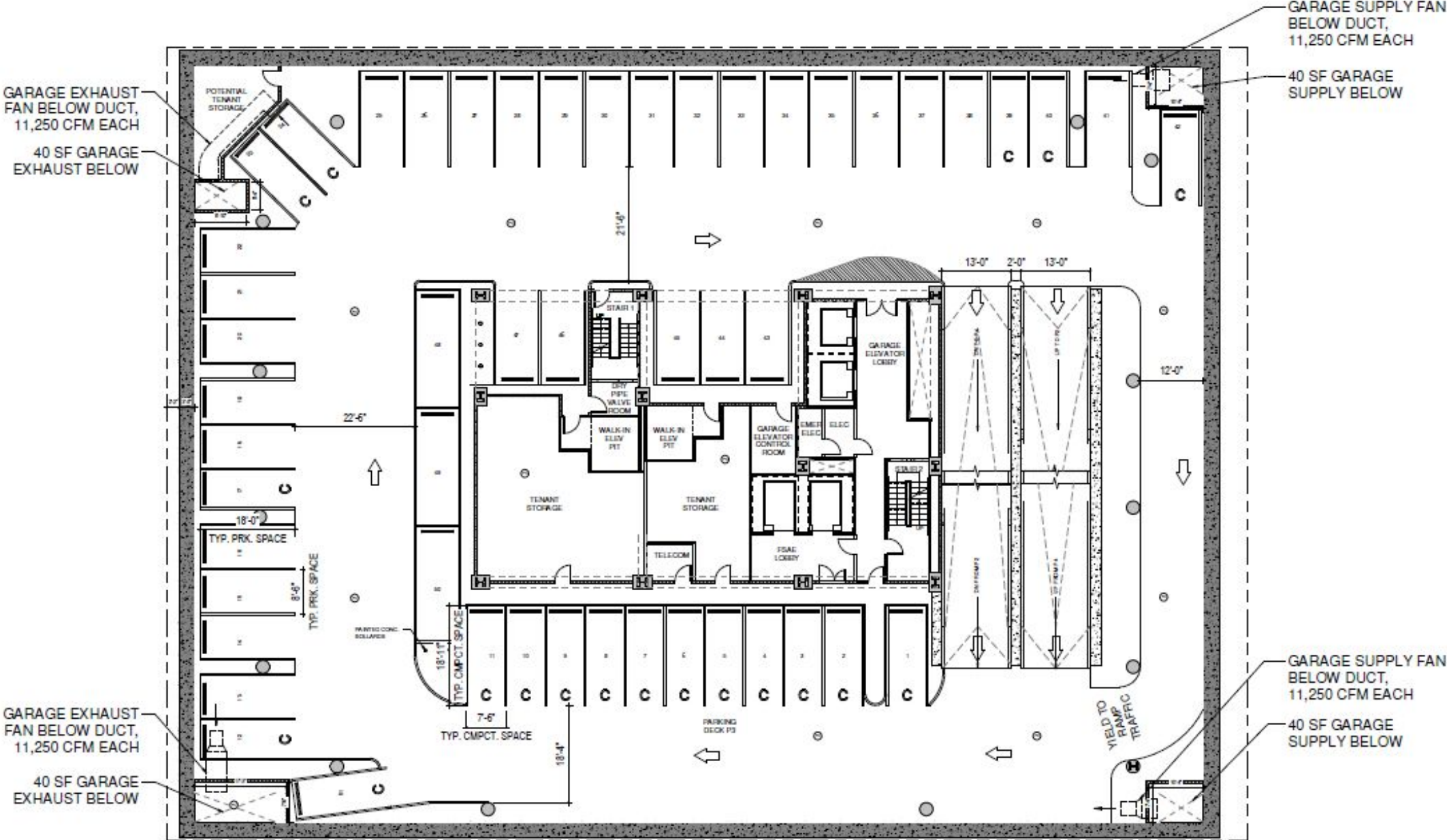
Garage Floor Plan – P1



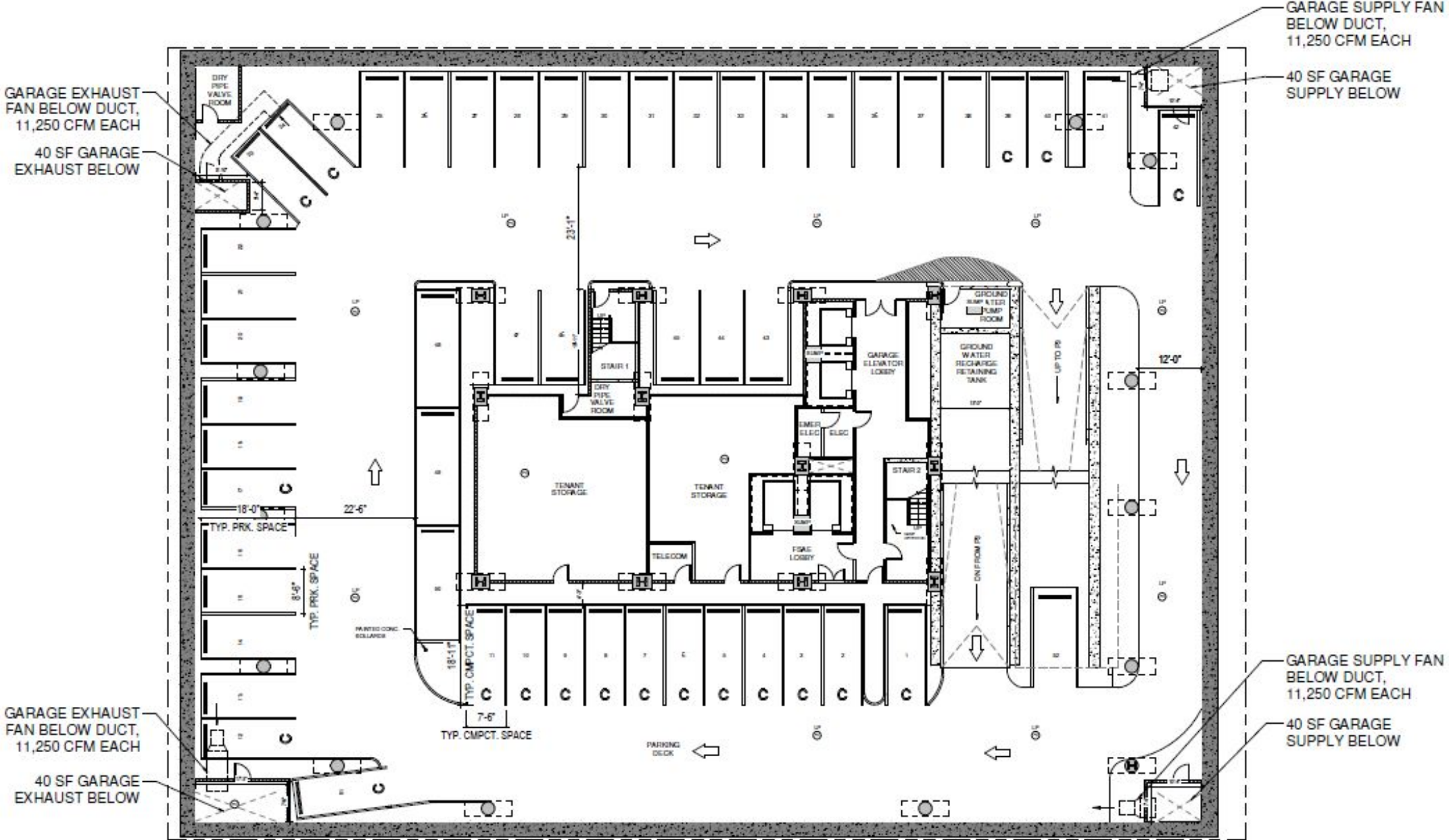
Garage Floor Plan – P2



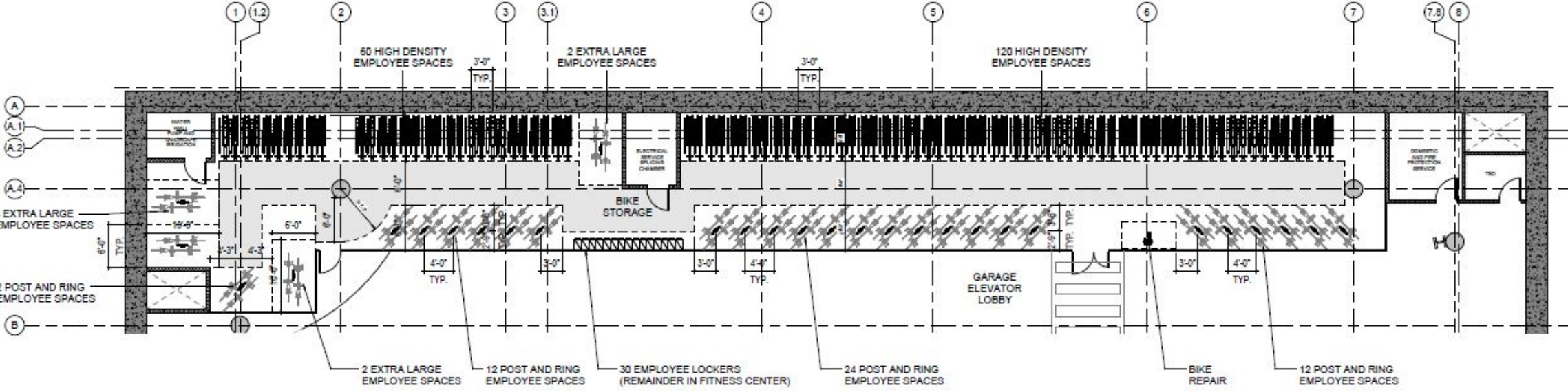
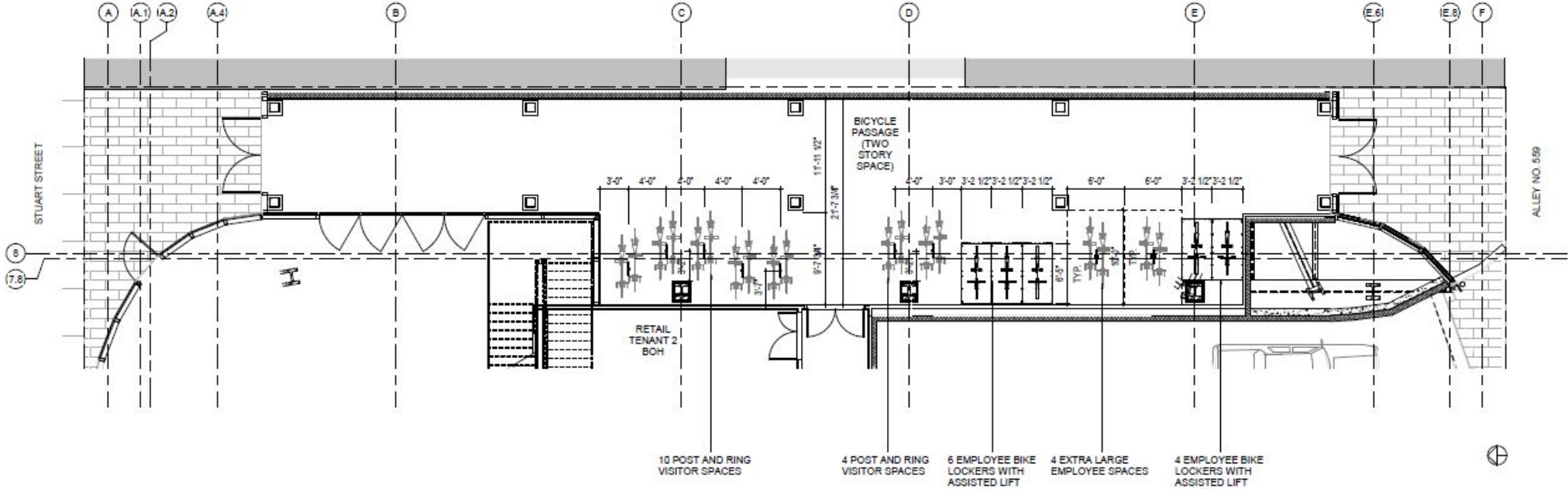
Garage Floor Plan – P3



Garage Floor Plan – P4



Enlarged Bike Room Plans



Commission Q&A

380 Stuart St

Public Q&A will follow shortly. Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

Public Q&A

380 Stuart St

Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

The background of the slide is a dark blue aerial wireframe map of a city, showing building footprints and street layouts in a light blue color. A semi-transparent dark blue horizontal band is overlaid across the middle of the image, containing the main text.

Commission Motion & Vote

380 Stuart St



288 Harrison Ave

New Downtown Parking Freeze Exemption Certification



This public hearing will include opportunity for public comment. During public comment periods, members of the public may submit any comments or questions by “raising their hand” or by typing in the chat box.



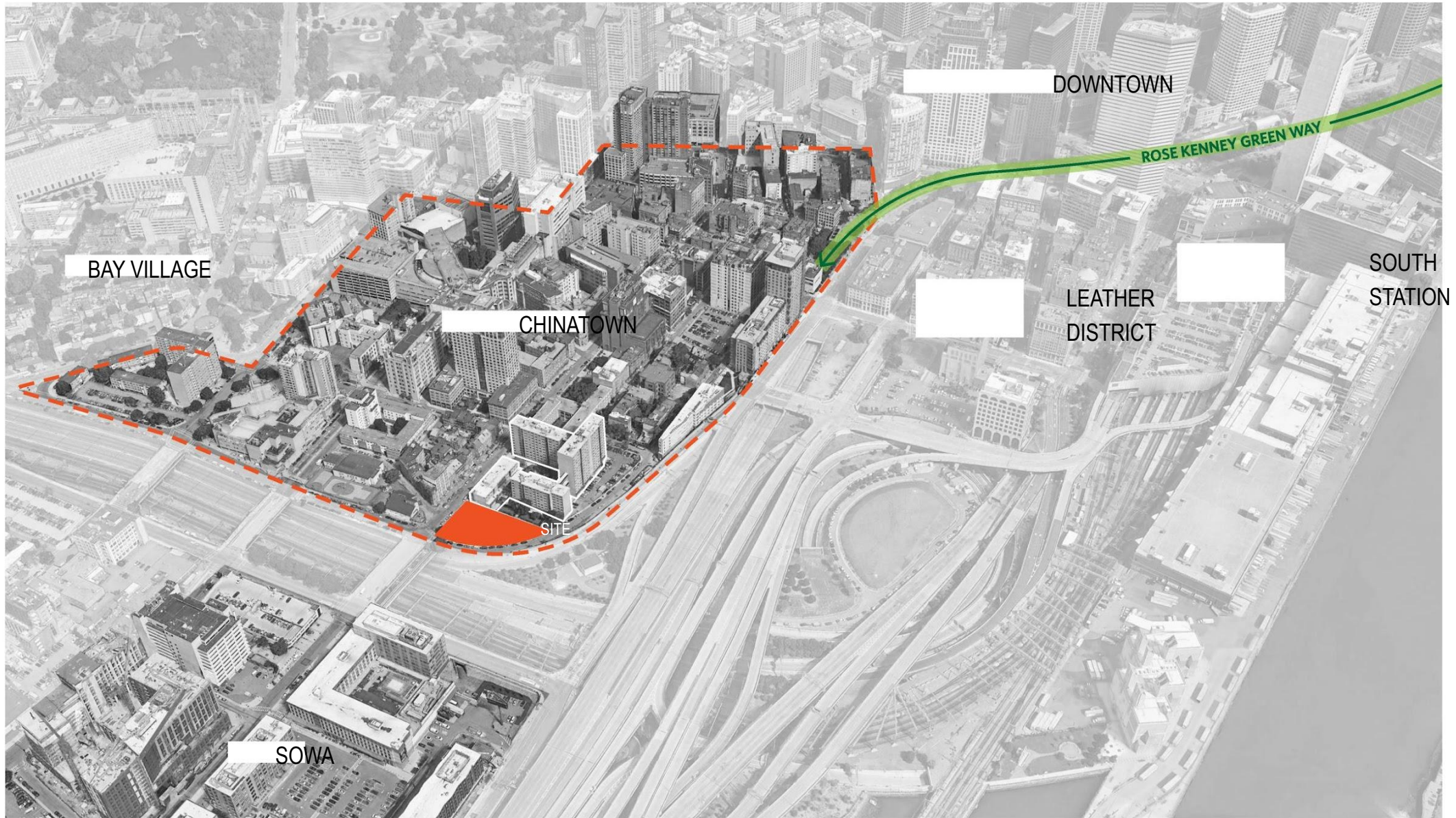
3D PERSPECTIVE

JUNCTION OF HARRISON AVE & HERALD ST - LOOKING NORTH-EAST

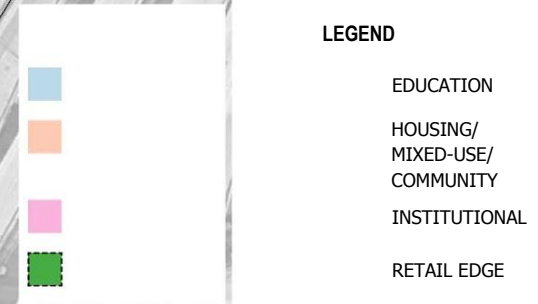
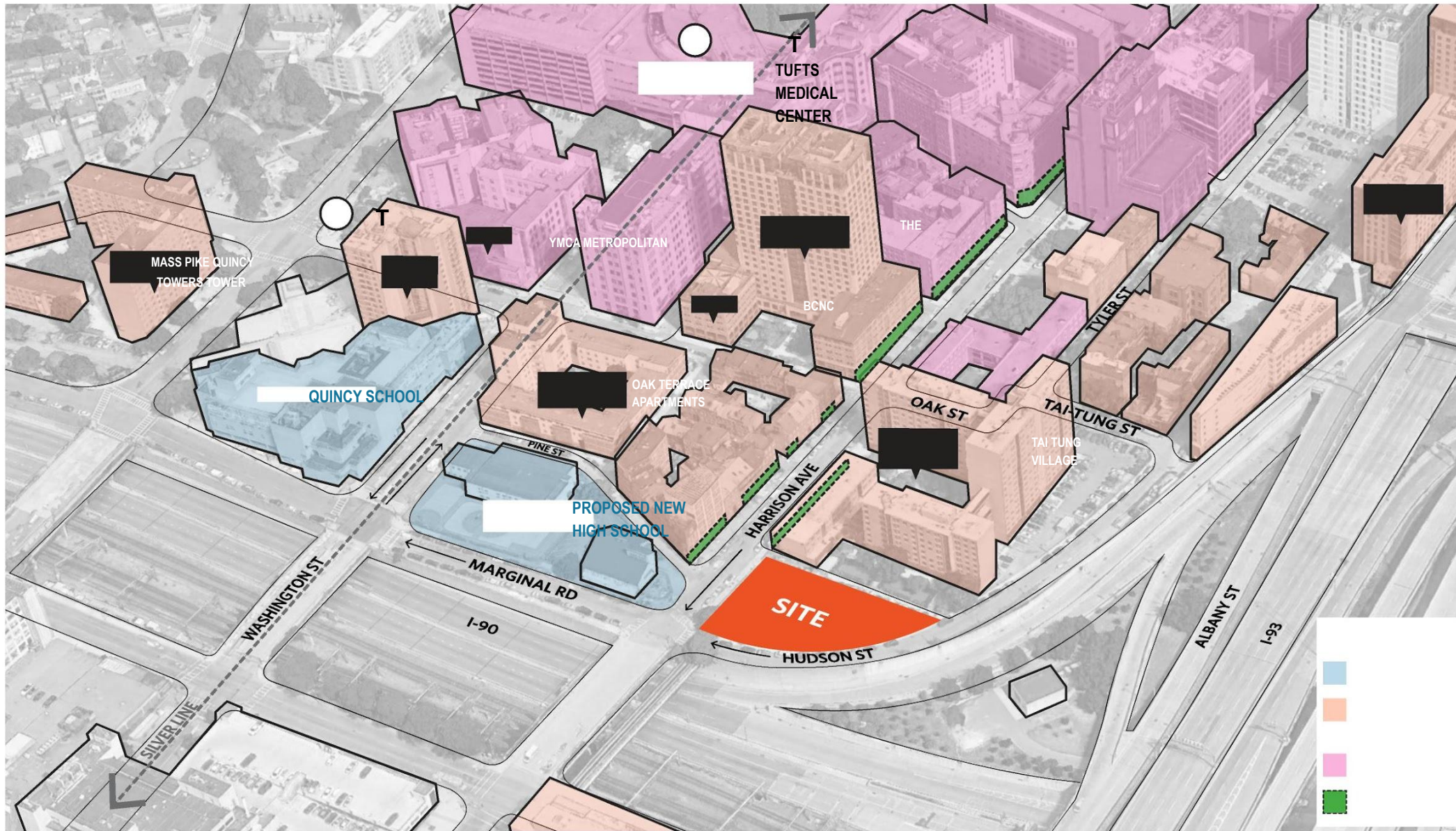


Bruner/Cott
ARCHITECTS

288 HARRISON
RESIDENCES
OCTOBER 19, 2020



URBAN DIAGRAM
NEIGHBORHOOD CONTEXT

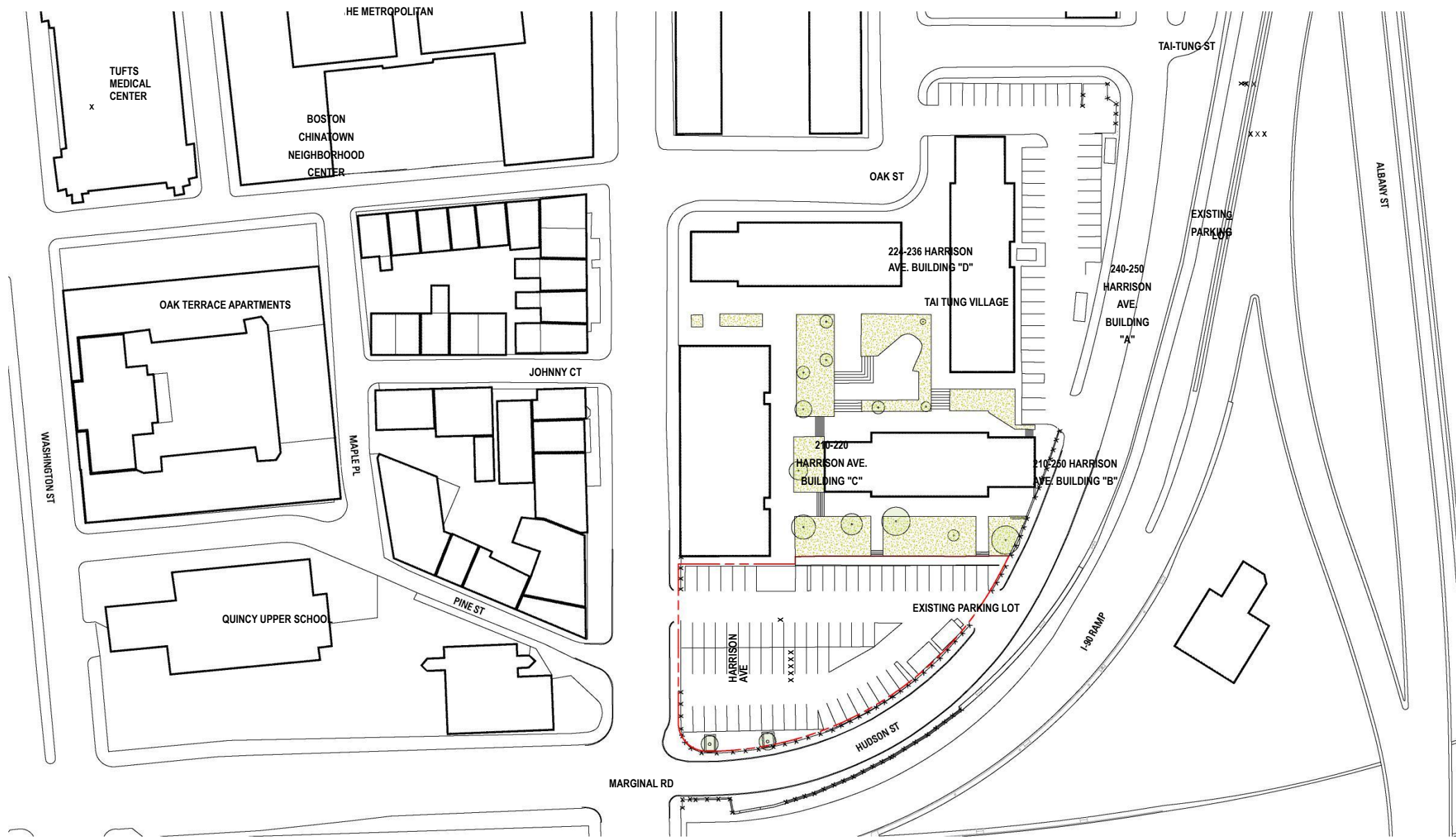


URBAN DIAGRAM
SITE CONTEXT

288 HARRISON RESIDENCES

OCTOBER 19, 2022





EXISTING SITE PLAN 288 HARRISON RESIDENCES

SCALE: 1/64" = 1'-0" @ 40.60



OCTOBER 19, 2022



NASSAU STREET OAK STREET TAI TUNG VILLAGE

HARRISON AVE - EAST

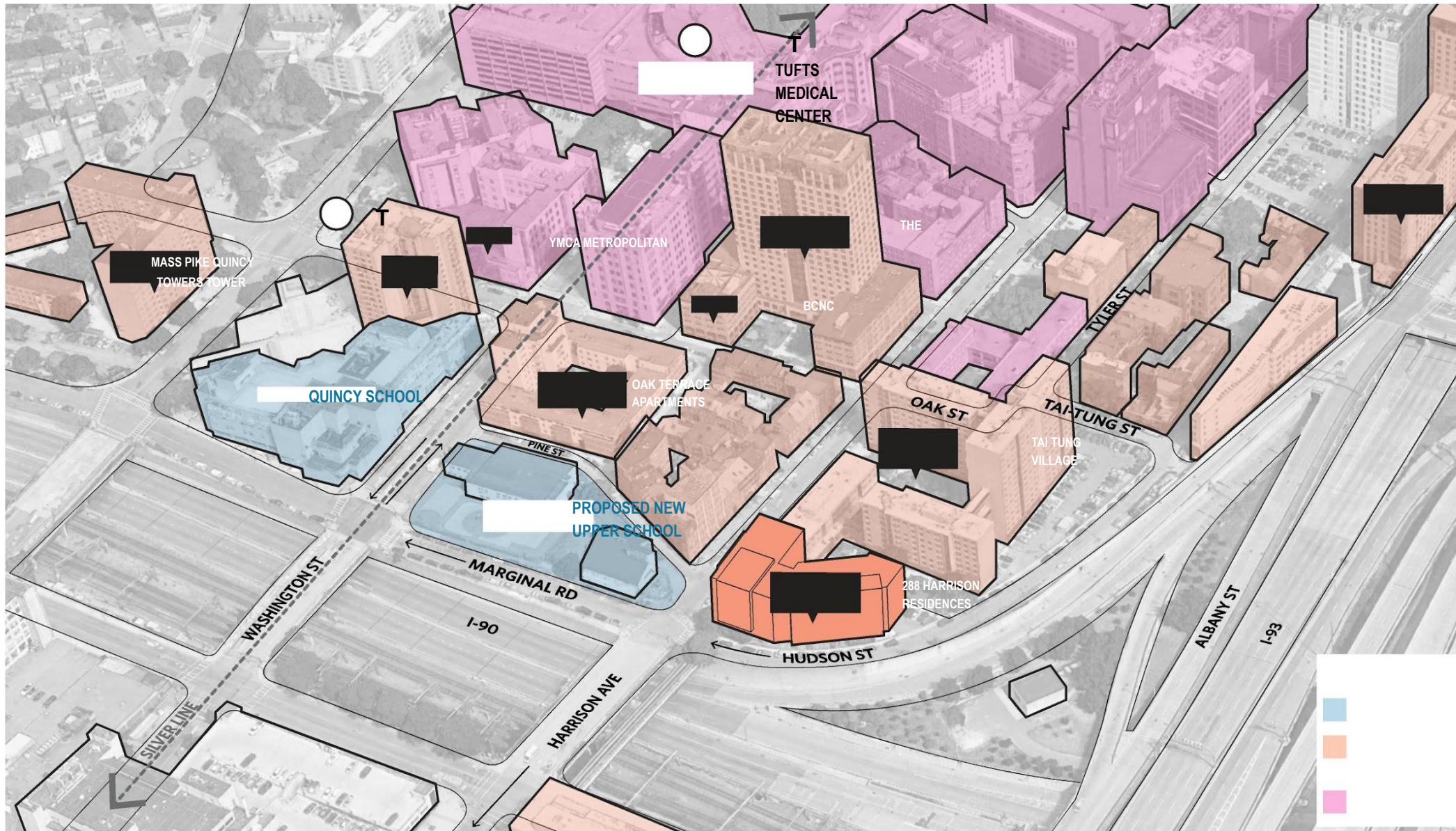


PINE STREET JOHNNY COURT OAK STREET NASSAU STREET

HARRISON AVE - WEST



HUDSON ST - NORTH-WEST



- LEGEND**
- EDUCATION
 - HOUSING/
MIXED-USE/
COMMUNITY
 - INSTITUTIONAL

URBAN DIAGRAM
 SITE CONTEXT WITH PROPOSED BUILDING MASSING

288 HARRISON RESIDENCES

OCTOBER 19, 2022



PROPOSED LANDSCAPE PLAN 288 HARRISON RESIDENCES



N



ELECTRICAL ROOM



37 PARKING SPACES
INCLUDING 10 EV SPACES
68 INDOOR SECURED
BIKE SPACES
18 TEMPORARY BIKE SPACE
11 COMPACT SPACE 7'-6" X 18'-0"
24 REGULAR SPACE 8'-6" X 18'-0"
2 HC SPACE 8'-0" X 18'-0"
WITH 8' WIDE ACCESS AILE

- PAIR OF EV PARKING SPACES
- LEVEL 2 EV CHARGING STATION
- BUILDING INTERIOR



N



WEST ELEVATION 288 HARRISON RESIDENCES

SCALE: 1/16" = 1'-0" 0 10 20



OCTOBER 19, 2022

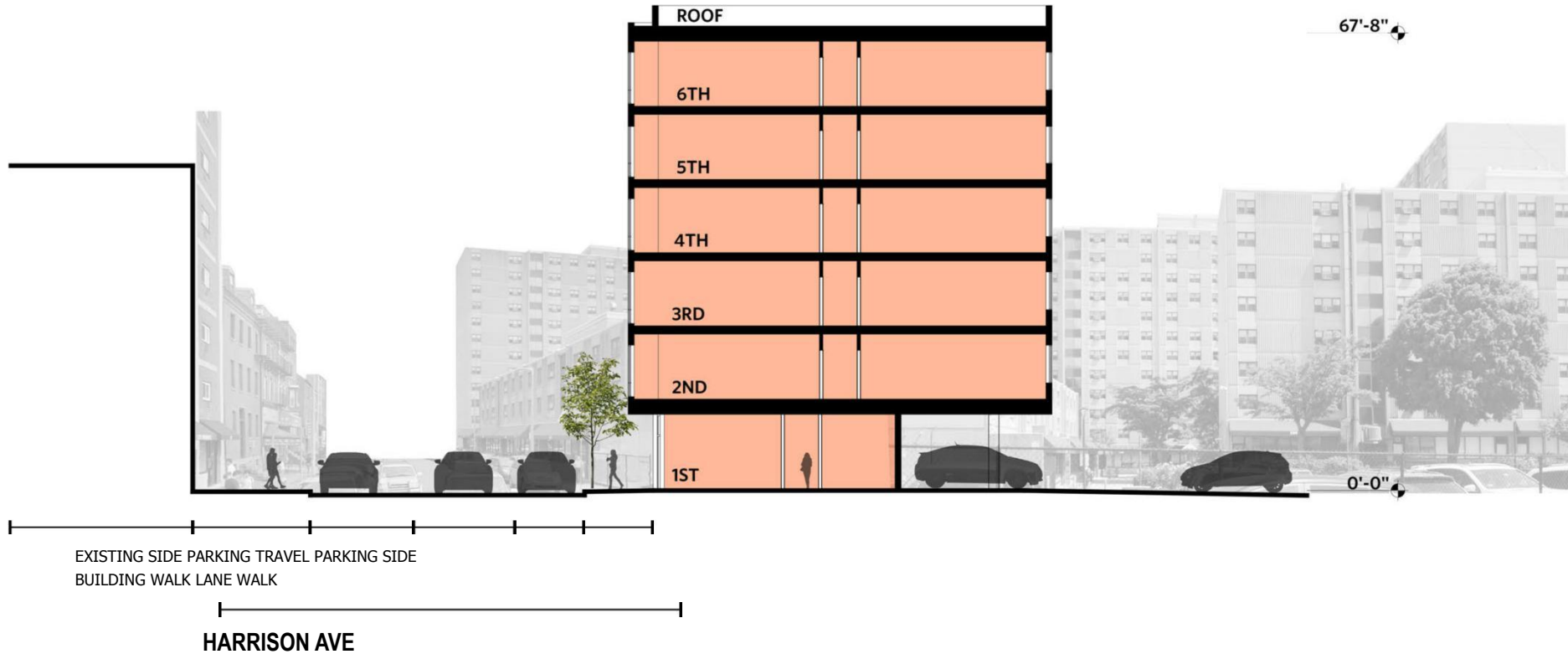


SOUTH ELEVATION 288 HARRISON RESIDENCES

SCALE: 1/16" = 1'-0" 0 10 20



SEPTEMBER 24, 2020



SITE SECTION - HARRISON AVENUE 288 HARRISON RESIDENCES
 SCALE: 1/16" = 1'-0" 0 10 20



SITE SECTION - HUDSON STREET 288 HARRISON RESIDENCES

SCALE: 1/16" = 1'-0" 0 10 20



OCTOBER 19, 2022



3D PERSPECTIVE
HARRISON AVE - LOOKING SOUTH

288 HARRISON RESIDENCES



Bruner/Cott
ARCHITECTS

OCTOBER 19, 2022



3D PERSPECTIVE

HUDSON STREET - LOOKING SOUTH-EAST

288 HARRISON RESIDENCES

OCTOBER 19, 2022



Bruner/Cott
ARCHITECTS

Commission Q&A

288 Harrison Ave

Public Q&A will follow shortly. Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

Public Q&A

288 Harrison Ave

Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

The background of the slide is a dark blue aerial wireframe map of a city, showing the outlines of buildings, streets, and parks. The map is centered on a specific area, likely the location of the event.

Commission Motion & Vote

288 Harrison Ave



776 Summer St

Modified South Boston Parking Freeze Permit



This public hearing will include opportunity for public comment. During public comment periods, members of the public may submit any comments or questions by “raising their hand” or by typing in the chat box.

776 Summer Street

BAPCC Hearing
October 19, 2022



Locus Map

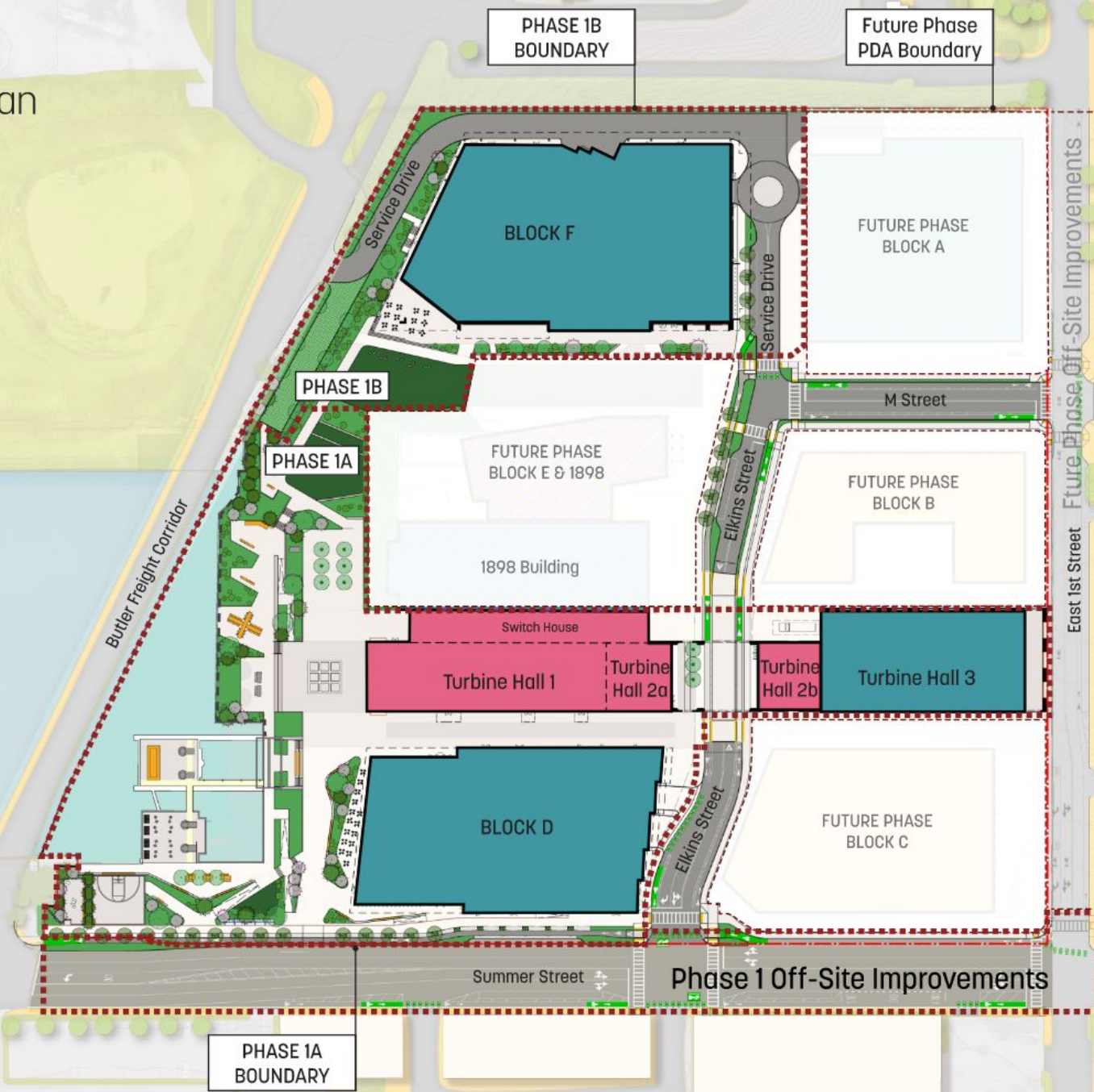


Source: 2021 USGS Topo Boston South

Phase 1

PDA Development Plan

-  Future Phases
-  Phase 1 Boundary
-  Retail / Civic
-  R&D / Office
-  Residential
-  Hotel



Block	GFA
Block D	265,000
Block F	374,000
Th1, Th2, Th3	115,500
Total	754,500

Remaining	925,500
-----------	---------



Anticipated Project Schedule

- November 15, 2019 – BPDA PDA Master Plan Submission
- January 14, 2021 – BPDA PDA Master Plan Approval
- January 18, 2022 – BPDA Pre-filing Phase 1 PNF/PDA Process Commenced
- June 21, 2022 – Phase 1 PNF/PDA Development Plan Submission
- December 2022 – Anticipated Article 80 Approval
- Q3 2023 – Anticipated Phase 1 Construction Commencement
- Q4 2025 – Anticipated Phase 1 Construction Completion

Vehicle Parking

- Accommodated in 2 below-grade garages (Blocks D and F)
- 163 spaces EV Installed (Level 2 Chargers)
- -60 spaces will be made available to South Boston residents holding a resident permit during nights, weekends, and snow emergencies, free of charge (per BPDA approval)

	Number of Spaces
Existing Permitted Spaces (Commercial) ¹	275
New Spaces (Commercial)	375
Total Spaces (Commercial)	650

¹ APCC Permit #367655

Bicycle Parking & Amenities








- 351 indoor secure spaces
- 53 outdoor visitor spaces
- 2 bikeshare stations
- Amenities
 - 129 lockers
 - 14 showers
- Bikeshare contribution of ~\$218,000

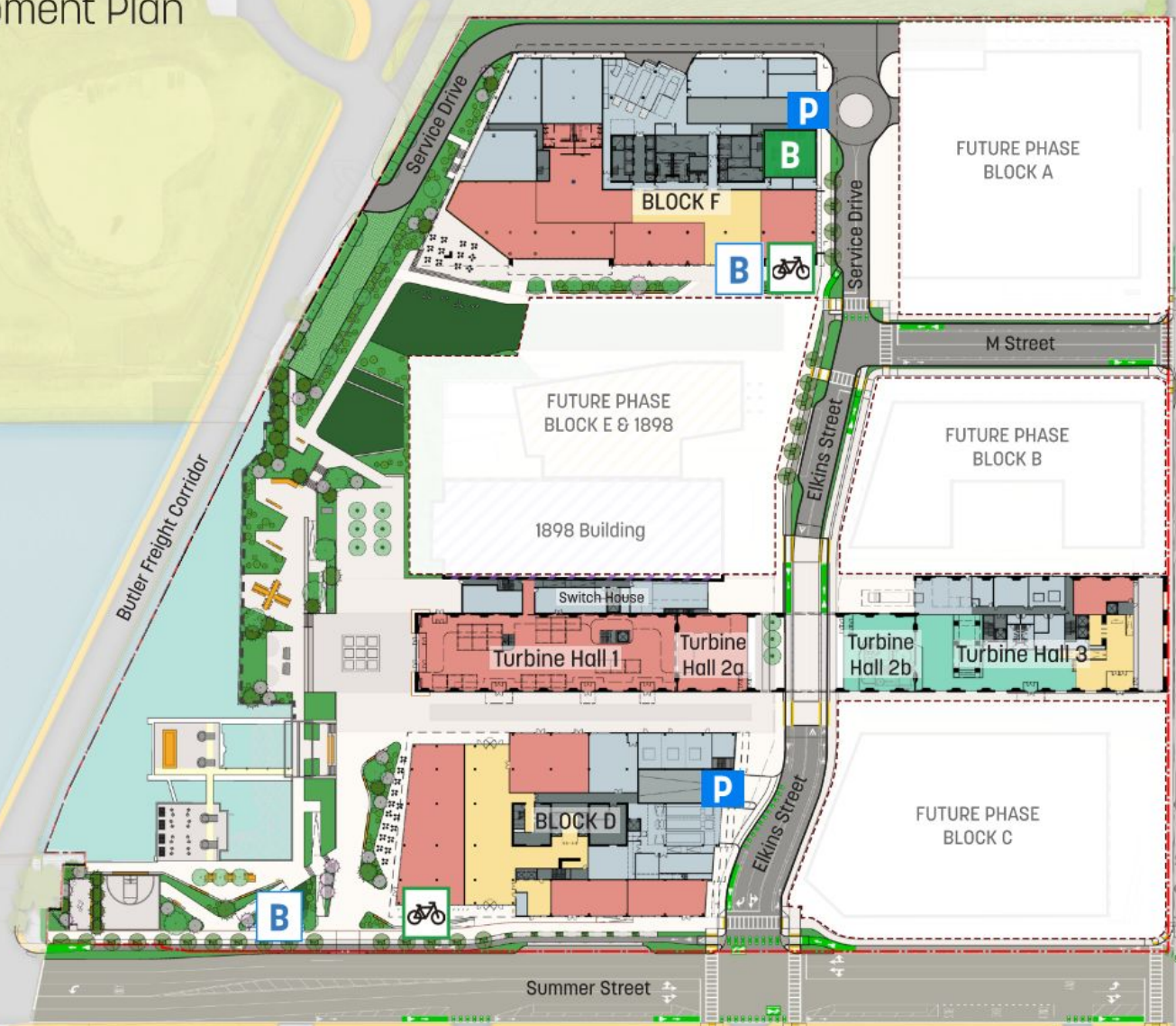
Indoor Bike Parking Summary

	Ground Level	B1	B2	Total
Block D	0	107	0	107
Block F	110	76	0	186
Turbine Halls	0	58	N/A	58
Total	110	241	0	351

Ground Level

Phase 1 PDA Development Plan

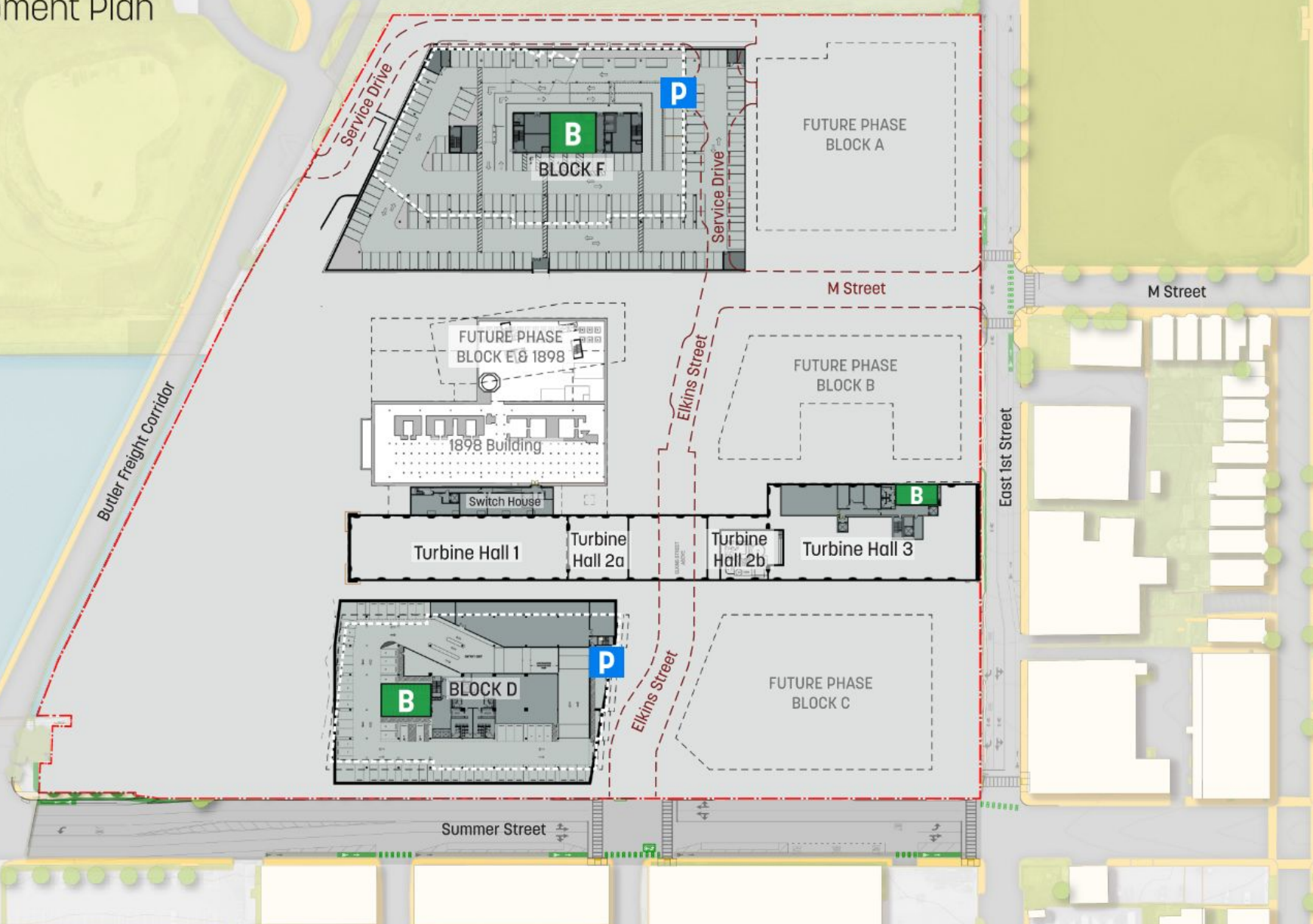
-  Parking Entrance
-  Blue Bike Station
-  Bike Rack
-  Bike Storage Room
-  Future Phases
-  Retail
-  Civic
-  Lobby
-  Back of House



P1 Level

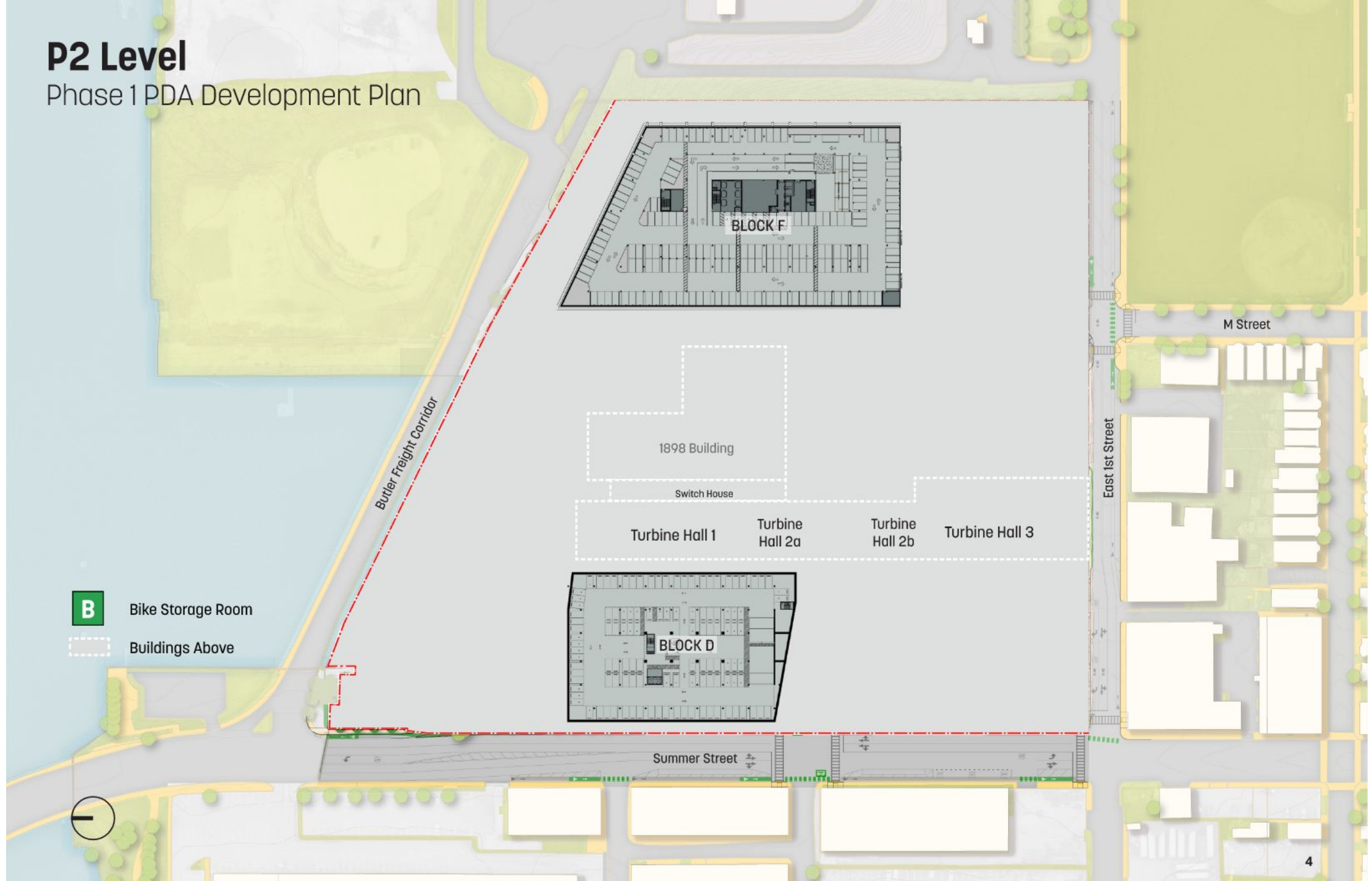
Phase 1 PDA Development Plan

- P** Parking Entrance
- B** Bike Storage Room
- Future Phases
- Buildings Above
- Driving Surfaces Above



P2 Level

Phase 1 PDA Development Plan



B Bike Storage Room

Buildings Above



P3 Level

Phase 1 PDA Development Plan



776 Summer Street

Questions?



Commission Q&A

776 Summer St

Public Q&A will follow shortly. Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

Public Q&A

776 Summer St

Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

The background of the slide is a dark blue aerial wireframe map of a city, showing building footprints and street layouts in a light blue color. A semi-transparent dark blue horizontal band is overlaid across the middle of the image, containing the main text.

Commission Motion & Vote

776 Summer St



Public Meeting

Status of the Parking Freeze



General Parking Freeze Update

Status as of 10/14/2022

- **East Boston**

- 702 park-and-fly and 2,610 rental car spaces allocated (246 rental car spaces eliminated)
- 2022: 4/4 permits renewed, 1 permit sunset

- **South Boston**

- 28,305 spaces allocated and 1,455 spaces in freeze bank (582 spaces transferred to Massport freeze, 375 space allocation discussed today)
- 2021: 118/127 permits renewed (93%, +7% since July meeting)
- 2022: 89/127 permits renewed (70%)

- **Downtown Boston**

- 31,221 spaces allocated and 4,335 spaces in freeze bank (8 spaces returned by APCC453889/Haymarket Garage)
- 2021: 242/273 permits renewed (89%, +3% since March meeting)
- 2022: 190/277 (69%)

FY2022 Renewal Cycle

Status as of 10/14/2022



39 permits not yet renewed

- Majority held by public agencies, ongoing engagement
- In contact with a number of permit holders (provided further guidance, recommended modification application)
- Permits for potential revocation (permit not renewed despite outreach or non responsive):
 - *2 Downtown permits and 3 exemption certifications: 34 Cooper St, 500 Atlantic Ave, 128 Dartmouth St, 140 Clarendon St, 399 Boylston St*
 - *3 South Boston permits: 307 Dorchester Ave, 330 C St (vacant with proposed redevelopment), 9 Broadway*

BERDO

Building Emissions Reduction and Disclosure Ordinance



Regulations Process

Phased approach by key topics



Phase 1

- ***Adopted in March 2022***
- *Reporting and data verification requirements*

Phase 2

- *Review Board regulations*
- *Renewable energy purchases*
- *Emissions factors*
- *Blended emissions standards, designating tenant as owner, and other clarifying regulations as needed*

Phase 3

- *Hardship compliance plans*
- *Individual compliance schedules*
- *Portfolio compliance*
- *Equitable Emissions Investment Fund regulations*
- *Additional regulations as needed to implement and enforce the ordinance*



Phase 2 Community Engagement Process

Main components to date

Community Leads Meetings

Series of special meetings with community partners

- Action 4 Equity
- Allston Brighton Health Collaborative (ABHC)
- Alternatives For Community & Environment (ACE)
- Boston Climate Action Network (BCAN)
- Chinese Progressive Association (CPA)
- Fairmount Indigo CDC Collaborative (represented by CSNDC)
- Mothers Out Front

Technical Working Sessions

Public meetings on Zoom
Technical experts invited

- Working session #1 on blended emissions standards and clarifying regulations (September 7, 2022)
- Working session #2 on grid emissions factors and renewable energy purchases (September 14, 2022)
- Working session #3 on district energy systems (September 21, 2022)

Staff are available to meet with additional groups over coming weeks to discuss draft regulations.

Focus Groups

Special meetings to go deep into specific topics

- Higher education focus group
- Cultural institutions focus group
- Healthcare focus group
- Longwood Medical Area focus group
- A Better City focus group
- MACDC focus group
- Affordable housing focus group

Air Pollution Control Commission

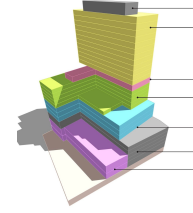
Public meetings on Zoom

- APCC Special Hearing (September 28, 2022)

Phase 2 Regulations Topics



Review Board



Blended Emissions Standards



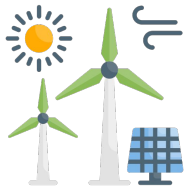
Emissions Factors
(Grid Emissions, District Energy Systems)



Designating tenant as owner
(Long-term commercial tenants)



Change of ownership



Renewable Electricity Purchases
(PPAs, RECs, SMART Program)



Buildings in Special Circumstances
(Vacant buildings, Demolitions)

Community Priorities for BERDO 2.0

What did we hear that residents want?



Boston residents want carbon reduction programs that:



**Improve
air quality
for residents**



**Reduce renter
energy bills**



**Do not contribute to
displacement**



**Improve heating
+ cooling in
homes**



**Create jobs for
residents**



**Are good for the
environment**

The background of the slide is a dark blue wireframe illustration of a city skyline, viewed from an elevated perspective. The buildings are represented by white and light blue lines, creating a complex geometric pattern. A semi-transparent dark blue horizontal band runs across the middle of the image, serving as a backdrop for the text.

Review Board

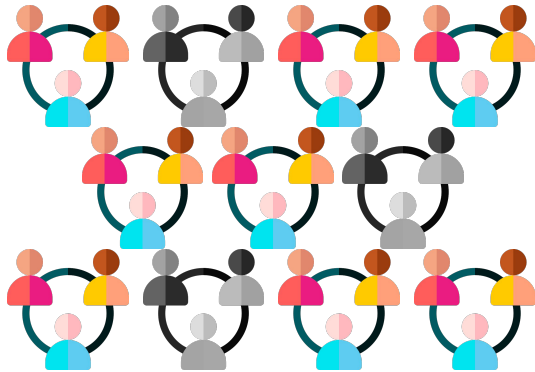
Draft regulations key features

Review Board Regulations (Part 1)

Designation of Community-Based Organizations

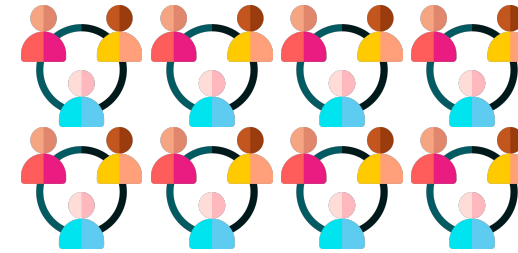
STEP 1

Non-profit organizations apply to qualify as a CBO during a defined application period.



STEP 2

The Environment Department reviews applications and selects CBOs that meet the definition requirements of the Ordinance.



- CBOs would need to self-attest and provide evidence that they meet the definition requirements of the Ordinance.
- CBO application periods would become available in **2023** and every **5 years** thereafter.

- **At least 6** qualifying CBOs must be selected. If less than 6 qualifying CBOs have applied, a new application period would reopen.
- Qualifying CBOs would keep their designation for **5 years**.
- If an applicant or member of the public disagrees with a decision by the Environment Department, they may request the Commission to review the determination. Any decision by the Commission shall be final.

Review Board Regulations (Part 2)

Designation of Community-Based Organizations

- The definition of CBO in the Ordinance includes a requirement that “the majority of the governing body and staff consists of local residents” (highlighted in blue). In this case, local residents means “**residents of the Greater Boston area**”.
- The definition also includes other references to residents (highlighted in yellow). In these cases, residents means “**residents of Boston**”.

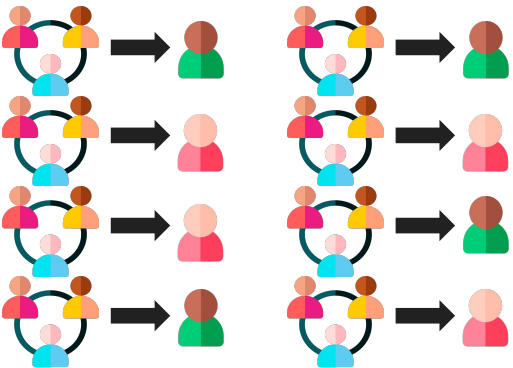
According to the Ordinance:

“Community-Based Organization means a not-for-profit organization that is **driven by community residents**, that is the majority of the governing body and staff consists of **local residents**, the main operating offices are in the community of service, priority issue areas are identified and **defined by residents**, solutions to address priority issues are **developed with residents**, and program design, implementation, and evaluation components have **residents intimately involved and in leadership positions.**”

Review Board Regulations (Part 3)

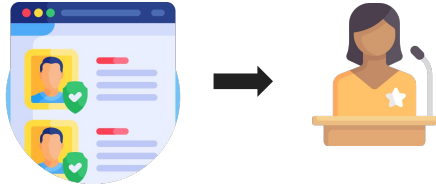
Selection of Review Board Members nominated by Community-Based Organizations

STEP 1
Each qualifying CBO nominates one Review Board Member.



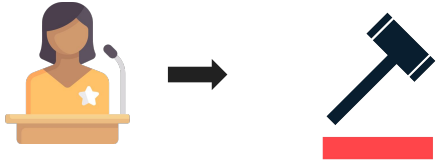
- Fill out an online nomination form that will request evidence that the nominee meets the requirements established by the Ordinance.
- Valid evidence to demonstrate expertise will include professional experience, academic degrees, volunteer experience, and lived experience.

STEP 2
The Environment Department reviews nominations to ensure all nominees meet the requirements established by the Ordinance and sends list of nominees to the Mayor.



- In the event that fewer than 6 qualified individuals are nominated or appointed, the Environment Department shall open a new round of nominations from qualified Community-Based Organizations.

STEP 3
Mayor appoints six Review Board Members from the list of nominees and send the appointees for approval by the City Council.



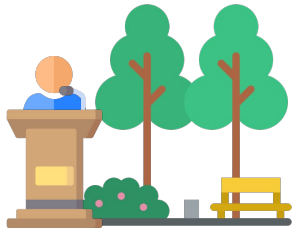
- If nominations are not approved by the City Council within 3 months, they shall be presumed to have been acceptable and shall be approved de facto.

Review Board Regulations (Part 4)



Selection of remaining Review Board Members

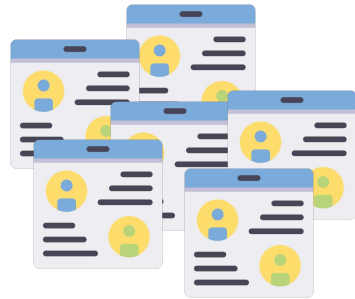
The Chair of the City Council's Environment, Resiliency and Parks Committee, or their designee shall serve as a member of the Review Board.



- This is already required by the Ordinance.

STEP 1

Interested individuals can nominate themselves and/or be nominated by any member of the public.

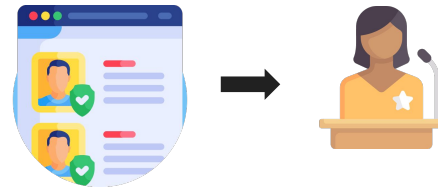


- Nominees would be asked to demonstrate expertise in at least one of the required areas.



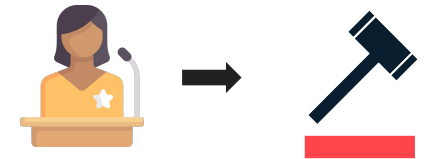
STEP 2

The Environment Department reviews nominations to ensure all nominees meet the requirements established by the Ordinance and sends list of nominees to the Mayor.



STEP 3

Mayor appoints two Review Board Members from the list of nominees and send the appointees for approval by the City Council.



- If nominations are not approved by the City Council within 3 months, they shall be presumed to have been acceptable and shall be approved de facto.

Review Board Regulations (Part 5)

Additional highlights

- All members of the Review Board **must be residents of Boston** at the time of their appointment and for the duration of their term.
- Review Board members **may not be elected officials** in the City of Boston **or full-time employees of the City of Boston** or a quasi-City agency (excluding the Chair of the Boston City Council's Environment, Resiliency and Parks Committee, or their designee).
- Members of the Review Board shall serve for terms of **3 years**. Individuals may serve more than one term, but **no more than 3 consecutive terms**.
- Any Review Board member requesting **compensation** shall submit a request to the Environment Department. Review Board members will receive compensation at the following rate:



**\$200 per day
of service**

with a maximum of \$4,800 per year.

- All records of the Review Board shall be **public** unless an exemption applies under the Massachusetts public records law.

The background of the slide is a dark blue wireframe map of a city, showing building footprints, streets, and parks in a light blue color. The map is viewed from an elevated perspective.

Emissions Factors and District Energy Systems

Draft regulations key features

Emissions Factors (Part 1)

Fuels and Grid Electricity

By April 1st of each year, the Commission shall update all relevant Emissions Factors. Building Owners shall use these Emission Factors for calculating compliance with the Emissions Standards.



Emission Factors for natural gas, propane, fuel oil, diesel oil, and kerosene, and any other fuels not otherwise specified shall be the most recent emissions factors reported by **ENERGY STAR Portfolio Manager**.



Emissions Factors for **electricity from the grid** shall be based on real data published by ISO New England and any other relevant governmental sources for the compliance year.

- In the event that the Environment Department fails to adopt an annual electric grid Emissions Factor by April 1st, the lower of (i) the previous year's emissions rate or (ii) the Environment Department's projected emissions factor, shall be used for compliance.

Emissions Factors (Part 2)

District Energy Systems



Emissions Factors for District Energy Systems and co-generation plants shall be calculated using an **efficiency methodology** defined in policies and procedures issued by the Commission.

- i. If a District Energy System operator fails to provide its Emissions Factors by April 1st, Emissions Factors reported by ENERGY STAR Portfolio Manager shall be used for compliance.
- ii. Owner's of Campus District Energy Systems may either (i) use the efficiency methodology for District Energy Systems to determine their Emissions Factors or (ii) apply the appropriate Emissions Factors to their central plant's fuel inputs and apportion the emissions across their connected buildings.



Emissions Factors for **thermal energy generated from renewable electricity** produced by qualified non-emitting sources shall have an **emissions factor of 0 kgCO₂e/MMBTU**, provided that:

- i. no Emissions are produced in the generation of the thermal energy,
- ii. all requisite qualifying Renewable Energy Credits have been retired, and
- iii. any required Third-Party Verification is provided.

Emissions Factors (Part 3)

Review Board and Time-of-use Emissions Factors



The Commission may adopt emissions factors for fuels not referenced in the Regulations.



Subject to approval by the Environment Department, Owners with hourly-metered electric data or better may opt to use **time-of-use emissions rates**.

- i. Owner's must provide Third-Party Verification of annual time-of-use emissions data and methodology and such data shall be public and subject to audit.
- ii. If a time-of-use emissions rate is not approved, the grid electricity Emissions Factors adopted by the Environment Department shall be used.

The background of the slide is a dark blue wireframe illustration of a cityscape, showing various buildings and structures from an aerial perspective. The lines are white and light blue, creating a technical and architectural feel.

Renewable Electricity Purchases

Draft regulations key features

Renewable Electricity Purchases (Part 1)

Boston's Community Choice Electricity Program

- 1. Renewable Energy Certificates (RECs) procured on behalf of customers by the Boston municipal electricity aggregation program are eligible as a method of compliance.
- 2. For Energy purchased from the Boston municipal aggregation program that is not matched with 100% RECs, the appropriate Emissions factor adopted by the Commission shall apply to the portion of the Energy not matched with RECs.

STANDARD (DEFAULT) \$0.11161 / KWH 30% RENEWABLE ENERGY	OPTIONAL BASIC \$0.10771 / KWH 20% RENEWABLE ENERGY	OPTIONAL GREEN 100 \$0.13858 / KWH 100% RENEWABLE ENERGY
--	--	---

Current products offered by Boston CCE (rates valid until December 2023)

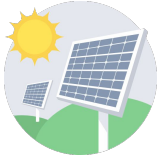
Renewable Electricity Purchases (Part 2)

Power Purchase Agreements

1. Owners that use Power Purchase Agreements (PPAs) for compliance with the Ordinance shall provide documentation demonstrating that the PPAs meet the requirements set in the Ordinance, as well as the following additional requirements:
 - a. The electricity was generated by non-emitting renewable sources and meet the RPS Class I eligibility criteria (except from the the geographic requirements of the RPS Class I).
 - b. The electricity generators are connected to an electric grid overseen by the North American Electric Reliability Corporation.
 - c. **The electricity is from a project that begins commercial operation after a PPA is executed by or on behalf of the Owner of a covered Building.**
 - i. This timing requirement will not apply to Owners that join an existing eligible PPA that was executed by a different Owner in accordance with this provision.
 - d. **PPAs that satisfy these criteria may be used for compliance with the Ordinance for the original term of the PPA.**

Renewable Electricity Purchases (Part 3)

Local Renewable Generation



Electricity acquired from non-emitting electricity generating systems is eligible as a compliance mechanism regardless of (i) who owns the electric generating system and (ii) whether or not the corresponding Renewable Energy Certificates are retired by or on behalf of the Owner, provided that **one** of the following conditions are met:

- i.** (a) the system is a **solar generating system**; (b) it is located in **Eversource's Eastern Massachusetts territory**; (c) the system **began operation prior to 2024**; and (d) the Owner or tenant(s) of a covered Building first **began to acquire electricity from the solar generation system prior to 2024**.

OR

- ii.** (a) the Owner or tenant(s) of a covered Building **acquires electricity from a non-emitting renewable electricity generating system** and (b) the generating system is located in the **City of Boston**.

The background of the slide is a dark blue wireframe illustration of a cityscape, showing various buildings and structures from an aerial perspective. The lines are white and light blue, creating a technical, architectural feel.

Blended Emissions Standards

Draft regulations key features

Blended Emissions Standards

Procedures to opt-in, update, and opt-out of using a blended emissions standard

- Owners may update or opt-out of a blended CO₂e Emissions standard in **2026**, for the 2025 compliance year, and during **each subsequent Verification Year**.
- If a blended emissions standard is updated due to a change of primary use(s) before a Verification Year, building owners must submit the updated blended CO₂e emissions standard and new documentation verifying the qualification of each primary use in annual reports to the Commission.
- For the purposes of calculating a building's blended emissions standard, the square footage of all non-primary uses shall be aggregated and added to the square footage of the largest primary use.
- If errors are identified, a revised standard may be submitted. A variation in area of primary use(s) of 2% or less shall not be considered an error, so long as the sum of areas of primary uses equals the total gross floor area of the Building.

An aerial wireframe map of a city, rendered in a light blue color against a darker blue background. The map shows a dense grid of buildings and streets, with a prominent curved road or highway cutting through the center. The overall style is technical and architectural.

Next Steps

Additional Stakeholder Engagement

- Scheduling working group meeting on district energy.
- Continuing meetings and engagement with Community Leads and their residents and members.
- Additional meetings can be scheduled upon request.



BERDO Proposed Next Steps

- **Revise draft regulations to reflect any modifications requested by the Commission.**
- **Proposed Schedule:**
 - October 20 - November 10 - **Proposed** First Comment Period on revised Phase II regulations
 - November 16 - APCC Hearing: discussion of public comments and proposed revisions. Option to open Second Comment Period at discretion of the Commission.
 - December 14 - APCC Hearing
- **If approved by the Commission, draft regulations and related materials will be posted on boston.gov/berdo-regulations.**

Commission Q&A

Commissioners may discuss and ask staff questions.



Acceptance of the Meeting Minutes

Public Q&A

Members of the public may submit any comments or questions by “raising their hand” or typing in the chat box.

The background of the slide is a dark blue aerial wireframe map of a city, showing the outlines of buildings, streets, and parks. The lines are white and light blue, creating a technical, architectural feel.

Commission Motion & Vote

Acceptance of the July 20 Meeting Minutes



Adjourn

Thank you for your participation!

