

11

Draft Section 61 Findings and Proposed Mitigation

As required by 301 CMR 11.07(6)(k) of the Massachusetts Environmental Policy Act (MEPA), this chapter provides draft Section 61 Findings for each agency action to be taken on the Bunker Hill Housing Redevelopment Project (“the Project”). It also provides a summary of proposed mitigation measures.

11.1 Draft Section 61 Findings

M.G.L Chapter 30, Section 61, requires that “[a]ll authorities of the commonwealth ... review, evaluate, and determine the impact on the natural environment of all works, projects or activities conducted by them and ... use all practicable means and measures to minimize [their] damage to the Environment. ... Any determination made by an agency of the commonwealth shall include a finding describing the environmental impact, if any, of the project and a finding that all feasible measures have been taken to avoid or minimize said impact.” The finding required by Section 61 “shall be limited to those matters which are within the scope of the environmental impact report, if any, required ... [on a project].” M.G.L Chapter 30, Section 62A.

The Project is subject to a Mandatory EIR because it may require financial assistance from the Massachusetts Department of Housing and Community Development, and it meets the following review thresholds:

- 301 CMR 11.03 (5)(b)(4)(a) – “New discharge to a sewer system of 100,000 or more gpd of sewerage, industrial wastewater or untreated stormwater.”

- 301 CMR 11.03(6)(a)(6) – “Generation of 3,000 or more NEW ADT on roadways providing access to a single location.”
- 301 CMR 11.03(6)(a)(7) – “Construction of 1,000 or more NEW parking spaces at a single location.”

The Project’s anticipated state permits, approvals and reviews are listed in Table 11.1 below. This is followed by a Draft Section 61 Finding for use by MassDOT.

TABLE 11.1 ANTICIPATED STATE PERMITS, APPROVALS AND REVIEWS

| Agency/Department | Permit/Approval/Review |
|--|---|
| Executive Office of Energy and Environmental Affairs | MEPA Review (this filing) |
| Massachusetts Department of Transportation | Potential Access Permit/Ground Lease |
| Massachusetts Department of Environmental Protection | Public Benefit Determination (Chapter 91) Notification Prior to Construction or Demolition |
| Massachusetts Office of Coastal Zone Management | Federal Consistency Review |
| Massachusetts Historic Commission | State Register Review (complete) |

11.1.1 MassDOT Draft Section 61 Finding

While the DEIR/DPIR identifies a range of potential transportation improvements and mitigation, the specifics of Project mitigation are subject to on-going discussion with the City of Boston and MassDOT. The FEIR will include a Draft Section 61 Findings documenting the final mitigation commitments for the Project.

11.1.2 GHG Self Certification

In accordance with the MEPA GHG Policy, the Proponent will provide a self-certification to the MEPA Office signed by an appropriate professional following completion of construction to demonstrate that the stationary source GHG emissions have been mitigated. A draft commitment letter for this self-certification submission is provided below.

DRAFT ONLY

Secretary Katie A. Theoharides
 Executive Office of Energy & Environmental Affairs
 100 Cambridge Street, Suite 900
 Boston, MA 02114

ATTN: Director, MEPA Office

Re: Letter of Commitment for Stationary Source Greenhouse Gas Emissions Self-Certification
 Bunker Hill Housing Redevelopment Project
 Boston, MA (EEA No. 15584)

On behalf of the Bunker Hill Redevelopment Company LLC, a joint venture between Leggat McCall Properties and the Joseph J Corcoran Company, VHB has prepared a summary of the estimated reduction in overall energy use and stationary source Greenhouse Gas (GHG) emissions for the Bunker Hill Housing Redevelopment Project in the Charlestown neighborhood of Boston (the “Project”).

In accordance with the current MEPA Greenhouse Gas Emissions Policy and Protocol (the “GHG Policy”) dated May 2010, the stationary source GHG assessment was provided to the MEPA Office as part of the Draft Environmental Impact Report-Notice of Project Change (“DEIR-NPC”) filed on February 18, 2020. The Design Case assumed building design and system improvements that would result in energy reductions, in accordance with the GHG Policy.

The energy conservation measures for the Project are estimated to reduce the overall energy use by approximately 56.1 percent, resulting in an approximately 56.1 percent reduction in stationary source CO₂ emissions when compared to the baseline case. The following table presents the estimated energy savings and CO₂ emissions reductions for the Project.

| Building ID and Use | | Residential and Retail Area (gsf) | Energy Consumption (MMBtu/yr) | | | CO ₂ Emissions (tons/yr) | | |
|---------------------|-------------|-----------------------------------|-------------------------------|---------------|-----------------|-------------------------------------|--------------|-----------------|
| | | | Base Case | Design Case | Percent Savings | Base Case | Design Case | Percent Savings |
| A | Residential | 305,006 | 13,393 | 5,847 | 56.3% | 1,172 | 512 | 56.4% |
| B | Residential | 212,974 | 9,352 | 4,083 | 56.3% | 818 | 357 | 56.4% |
| C | Residential | 116,390 | 5,111 | 2,231 | 56.3% | 447 | 195 | 56.4% |
| D1 | Residential | 137,232 | 6,026 | 2,631 | 56.3% | 527 | 230 | 56.4% |
| D2 | Residential | 53,584 | 2,446 | 1,069 | 56.3% | 214 | 94 | 56.2% |
| E1 | Residential | 251,834 | 11,059 | 4,827 | 56.3% | 968 | 422 | 56.4% |
| E2 | Residential | 111,168 | 4,882 | 2,131 | 56.3% | 427 | 186 | 56.4% |
| F | Residential | 255,022 | 11,934 | 5,193 | 56.5% | 1,044 | 455 | 56.4% |
| G1 | Residential | 126,576 | 5,558 | 2,426 | 56.3% | 486 | 212 | 56.4% |
| G2 | Residential | 131,740 | 5,785 | 2,525 | 56.3% | 506 | 221 | 56.4% |
| H | Residential | 158,081 | 6,942 | 3,030 | 56.3% | 607 | 265 | 56.4% |
| I | Residential | 191,630 | 8,415 | 3,673 | 56.3% | 736 | 321 | 56.4% |
| J | Residential | 139,014 | 6,104 | 2,665 | 56.3% | 534 | 233 | 56.4% |
| L | Residential | 155,676 | 6,836 | 2,984 | 56.3% | 598 | 261 | 56.4% |
| M | Residential | 132,610 | 5,823 | 2,542 | 56.3% | 510 | 222 | 56.4% |
| N | Residential | 264,310 | 11,606 | 5,067 | 56.3% | 1,016 | 443 | 56.4% |
| O | Residential | 135,714 | 5,959 | 2,602 | 56.3% | 522 | 228 | 56.4% |
| Parking | | 205,200 | 1,038 | 741 | 28.6% | 104 | 74 | 28.6% |
| Total | | 3,083,761 | 128,269 | 56,267 | 56.1% | 11,238 | 4,933 | 56.1% |

gsf = gross square footage

The building energy model results/energy savings and estimated stationary source GHG emissions reductions are preliminary, and approximate. Following completion of construction of the individual project elements, the Proponent will submit a self-certification to the MEPA Office,

signed by an appropriate professional, which identifies the as-built energy conservation measures and documents the stationary source GHG emissions reductions from the baseline case.

If you have any questions, please contact me at (617) 607-2972 or via email at skruel@vhb.com.

Very truly yours,

Stephanie Kruei, ENV SP
 Senior Environmental Planner
 VANASSE HANGEN BRUSTLIN, INC.

11.2 Proposed Mitigation

The Master Plan Project will replace 1,010 low-income housing residences with new extremely energy efficient, high quality units, construct up to 59,000 SF of retail space and a 14,000 SF community center, and dedicate approximately \$1.1 MM per year to fund the programming and operations of the community center along with services supporting the community’s most vulnerable residents. The Master Plan Project will also include approximately 2.61 acres of publicly accessible open space that will be maintained by the proponent. Additionally, the Proponent, where practicable, will mitigate or compensate for unavoidable impacts. Table 11.2 summarizes the Proponent’s mitigation commitments. All commitments are the responsibility of the owner and the owner’s design team. Estimated costs are currently under development.

TABLE 11.2 SUMMARY OF MITIGATION MEASURES

| Mitigation Measure | Schedule |
|---|--|
| Transportation | |
| Explore signaling Bunker Hill Street at Medford Street/Main Street | During Design |
| Explore lane reconfigurations at Bunker Hill Street at Polk Street/Green Street and Vine Street at Chelsea Street | During Design |
| Work with MBTA to identify potential enhancements to existing bus routes | Subject to demand |
| Explore opportunities to collaborate with institutional partners to expand existing shuttle service | Subject to demand |
| Join a TMA | Prior to Phase 1 occupancy |
| Designate a Transportation Coordinator | Prior to Phase 1 occupancy |
| Post Transit information | Upon building occupancy |
| Provide preferential parking for car/vanpool vehicles | Subject to demand |
| Assign car sharing spaces in garages | Subject to demand |
| Provide EVSE and EV Ready parking | During design/construction of each parking structure |
| Provide indoor and outdoor bicycle parking | During design |
| Provide “fix-it” bike station | Subject to demand |
| Separate parking fees from rental fees | Upon building occupancy |
| Add measures to decrease vehicular convenience trips | During design |

| Mitigation Measure | Schedule |
|---|-------------------------------------|
| Sustainability and Climate Resiliency | |
| Obtain PHIUS + Core Passive House Certification | During/post design and construction |
| Design Project to be LEED v4.0 Gold certifiable | During design |
| Install heat-reducing landscaping | During open space construction |
| Elevate residential first floors and critical infrastructure at or above 21.5' BCB | During design |
| Work with the City and other organizations to explore potential district-scale flood protection measures | As appropriate |
| Noise | |
| Incorporate sufficient acoustical material with the appropriate sound transmission class rating to achieve HUD's indoor noise goal of 45 decibels | During design |
| Air Quality/Greenhouse Gas Emissions | |
| Design the Project to achieve an overall 56.1 percent energy savings over the ASHRAE 90.1-2013 baseline | During design |
| Install heat pumps for space conditioning | During construction |
| Design Residential Buildings to Passive House Standards | During design |
| Design and construct the Project to be solar-ready | During design and construction |
| Stormwater | |
| Work with the BWSC to determine the extent of storm drain main replacement that will be required | During design |
| Treat stormwater runoff to adequately capture TSS and phosphorus prior to discharging to the BWSC system (if groundwater recharge is not feasible) | During design and construction |
| Reduce water consumption through use of aeration fixtures, water conserving appliances, and sensor operated faucets and toilets in public spaces | During design and construction |
| Water Use/Wastewater Generation | |
| Coordinate with BWSC to reach an agreement regarding the requirement for 4:1 Inflow and Infiltration (I/I) mitigation | During design |
| Utilities | |
| Undertake an energy planning process in coordination with the City of Boston, Eversource and National Grid | During design |
| Construction Period | |
| Draft and implement a Construction Management Plan for each building phase; submit to BTD for approval | Prior to/during construction |
| Implement the diesel reduction strategies outlined in MassDEP's Diesel Engine Retrofits in the Construction Industry: A How to Guide (2008) | During construction |
| Target diverting at least 75 percent of the construction and demolition debris from landfills and incineration facilities. Reuse materials where practical and feasible | During construction |
| Coordinate with BTD to develop a detailed evaluation of potential short-term construction-related transportation impacts including construction vehicle traffic, parking supply and demand, and pedestrian access | Prior to construction |
| Work to reduce construction employee vehicle trips through TDM measures | During construction |
| Upon construction completion, permanently reconstruct sidewalks to meet ADA standards | Post construction |
| Implement fugitive dust reduction measures | During construction |

| Mitigation Measure | Schedule |
|---|-------------------------------|
| Through implementation of the CMP, comply with City of Boston construction noise regulations | During construction |
| Obtain a temporary construction dewatering discharge permit in conjunction with BWSC approval to discharge pumped groundwater | As needed during construction |

Chapter from Final Environmental Impact Report dated 7-31-20

6

Proposed Mitigation and Draft Section 61 Findings

This chapter provides a summary of mitigation measures, as well as updated draft Section 61 Findings for each agency action to be taken on the Bunker Hill Housing Redevelopment Project as required by 301 CMR 11.07(6)(k) of the MEPA regulations.

6.1 Proposed Mitigation

The Master Plan Project will replace 1,010 low-income housing residences with new extremely energy efficient, high quality units, construct up to 53,000 SF of retail space and a 14,000 SF community center, and dedicate approximately \$1.1 MM per year to fund the programming and operations of the community center along with services supporting the community’s most vulnerable residents. The Master Plan Project will also include approximately 6.74 acres of open space that will be maintained by the Proponent. Additionally, the Proponent, where practicable, will mitigate or compensate for unavoidable impacts as summarized in Table 6.1 below. All commitments are the responsibility of the owner and the owner’s design team. The majority of costs associated with the measures in Table 6-1 are anticipated to be typical Project costs, and are not individually valued at this time.

Note: transportation measures are currently under discussion with the BPDA. Final measures will be approved by the BPDA and memorialized in the TAPA.

Table 6-1 Summary of Proposed Mitigation Measures

| Mitigation Measure | Schedule |
|--|--------------|
| Transportation | |
| Roadway Improvements | |
| Bunker Hill at Polk Street/Green Street pavement marking improvements | Phase 4 |
| Vine Street at Chelsea Street pavement marking improvements | Phase 1 |
| Bunker Hill Street at Medford Street/Main Street signalization | Phase 10 |
| Bicycle Facilities | |
| One Bluebikes Station (demand analysis by phase to determine additional) | Phases 4, 10 |

| Mitigation Measure | Schedule |
|--|-------------------------------------|
| Bike accommodations adjacent to the site along Bunker Hill Street | Phase 4 |
| Bike accommodations adjacent to the site along Medford Street | Phase 10 |
| Bike accommodations internal to the site along Tufts Street | Phase 7 |
| Bike accommodations internal to the site along Concord Street | Phases 4, 7 |
| Infrastructure | |
| TNC geofencing (to extent recommended by BTM) | Phases 1, 4, 7, 10 |
| Safety | |
| Enhanced crosswalks | Phases 1, 4, 7, 10 |
| Enhanced pedestrian experience at Lowney Way and pedestrian underpass | Phase 4 |
| Transit/Shuttle Bus | |
| Study the feasibility (6 mo) of a coordinated/consolidated shuttle service | Phases 4, 7 |
| Pilot studies on improved peak period headways and alternate bus routes to the #92 and #93 MBTA Bus routes. | Phases 4, 7 |
| Transportation Demand Management Strategies | |
| Join a TMA serving Charlestown | Phase 1 |
| Designate a Transportation Coordinator | Phases 1, 4, 7, 10 |
| Post and make available transit maps, schedules, and other information relevant to commuting (Transit Screen in all buildings) | Phases 1, 4, 7, 10 |
| Offer a new resident orientation packet | Phases 1, 4, 7, 10 |
| Free one-month transit pass for the first month of a new lease | Phases 1, 4, 7, 10 |
| Free one-year Bluebikes membership for the first year of a new lease | Phases 1, 4, 7, 10 |
| Monitoring program | Phases 1, 4, 7, 10 |
| Join the Bluebikes corporate partnership | Phases 1, 4, 7, 10 |
| Assign off-street parking spaces for car sharing companies (e.g. Zipcar) based on demand | Phases 1, 4, 7 |
| Install electric vehicle charging stations for up to 25% of parking capacity | Phases 1, 4, 7, 10 |
| Provide long-term covered secure bicycle spaces (one per unit) | Phases 1, 4, 7, 10 |
| Provide short-term public realm bicycle spaces (to maximum extent feasible) | Phases 1, 4, 7, 10 |
| Provide on-site air pumps and bike tools | Phases 1, 4, 7, 10 |
| Charge for residential parking separately from rental fees | Phases 1, 4, 7, 10 |
| Add other project components to decrease convenience trips | Phases 1, 4, 7, 10 |
| Sustainability and Climate Resiliency | |
| Obtain PHIUS + Core Passive House Certification | During/post design and construction |
| Design Project to be LEED v4.0 or later Gold certifiable | During design |
| Install heat-reducing landscaping | During open space construction |
| Elevate residential first floors and critical infrastructure at or above 21.5' BCB | During design |
| Work with the City and other organizations to explore potential district-scale flood protection measures | As appropriate |

| Mitigation Measure | Schedule |
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| Noise | |
| Incorporate sufficient acoustical material with the appropriate sound transmission class rating to achieve HUD's indoor noise goal of 45 decibels | During design |
| Air Quality/Greenhouse Gas Emissions | |
| Design the Project to achieve an overall 50% + energy savings over the ASHRAE 90.1-2013 baseline | During design |
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| Work with the BWSC to determine the extent of storm drain main replacement that will be required | During design |
| Treat stormwater runoff to adequately capture TSS and phosphorus prior to discharging to the BWSC system (if groundwater recharge is not feasible) | During design and construction |
| Reduce water consumption through use of aeration fixtures, water conserving appliances, and sensor operated faucets and toilets in public spaces | During design and construction |
| Water Use/Wastewater Generation | |
| Coordinate with BWSC to reach an agreement regarding the requirement for Inflow and Infiltration (I/I) mitigation | During design |
| Utilities | |
| Undertake an energy planning process in coordination with the City of Boston, Eversource and National Grid | During design |
| Construction Period | |
| Draft and implement a Construction Management Plan for each building phase; submit to BTM for approval | Prior to/during construction |
| Implement the diesel reduction strategies outlined in MassDEP's Diesel Engine Retrofits in the Construction Industry: A How to Guide (2008) | During construction |
| Target diverting at least 75 percent of the construction and demolition debris from landfills and incineration facilities. Reuse materials where practical and feasible | During construction |
| Coordinate with BTM to develop a detailed evaluation of potential short-term construction-related transportation impacts including construction vehicle traffic, parking supply and demand, and pedestrian access | Prior to construction |
| Work to reduce construction employee vehicle trips through TDM measures | During construction |
| Upon construction completion, permanently reconstruct sidewalks to meet ADA standards | Post construction |
| Implement fugitive dust reduction measures | During construction |
| Through implementation of the CMP, comply with City of Boston construction noise regulations | During construction |
| Obtain a temporary construction dewatering discharge permit in conjunction with BWSC approval to discharge pumped groundwater | As needed during construction |

6.2 Draft Section 61 Findings

M.G.L Chapter 30, Section 61, requires that “[a]ll authorities of the commonwealth ... review, evaluate, and determine the impact on the natural environment of all works, projects or activities conducted by them and...use all practicable means and measures to minimize [their] damage to the Environment.... Any determination made by an agency of the commonwealth shall include a finding describing the environmental impact, if any, of the project and a finding that all feasible measures have been taken to avoid or minimize said impact.” The finding required by Section 61 “shall be limited to those matters which are within the scope of the environmental impact report, if any, required...[on a project].” M.G.L Chapter 30, Section 62A.

The Project is subject to a Mandatory EIR because it may require financial assistance from the Massachusetts Department of Housing and Community Development, and it meets the following review thresholds:

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- › 301 CMR 11.03(6)(a)(6) – “Generation of 3,000 or more NEW ADT on roadways providing access to a single location.”
- › 301 CMR 11.03(6)(a)(7) – “Construction of 1,000 or more NEW parking spaces at a single location.”

The Project’s anticipated state permits, approvals and reviews are listed in Table 6-2 below. This is followed by a Draft Section 61 Finding for use by MassDOT and a Greenhouse Gas Self Certification letter.

Table 6-2 Anticipated State Permits, Approvals and Reviews

| Agency/Department | Permit/Approval/Review |
|--|---|
| Executive Office of Energy and Environmental Affairs | MEPA Review (this filing) |
| Massachusetts Department of Transportation | Potential Access Permit/Ground Lease |
| Massachusetts Department of Environmental Protection | Public Benefit Determination (Chapter 91) Notification Prior to Construction or Demolition |
| Massachusetts Office of Coastal Zone Management | Federal Consistency Review |
| Massachusetts Historic Commission | State Register Review (complete) |

6.2.1 Massachusetts Department of Transportation

DRAFT ONLY

Bunker Hill Housing Redevelopment

J. Lionel Lucien, P.E.
Manager - Public/Private Development Unit
Massachusetts Department of Transportation, Highway Division - Boston
10 Park Plaza, Room 4150
Boston, MA 02116
(EEA No. 15584)

These findings for the Bunker Hill Housing Redevelopment (the "Project"), (EEA No. 15584), have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On XXX, the Secretary of Energy and Environmental Affairs issued a decision stating that the Project's Final Environmental Impact Report ("FEIR"), dated XXX, adequately and properly complied with the Massachusetts Environmental Policy Act and its implementing regulations.

Project Description

The Project is envisioned as an exemplary environmentally and socially responsible mixed-income multifamily community located in Boston's Charlestown neighborhood. A project that combines this financial structure, scale and sustainability – both environmental and economic – has never before been undertaken. Key outcomes from this endeavor will include the transition of a 100 percent low income housing project into a mixed-income community of approximately 50 percent of residents in market-rate units and 50 percent of residents in deeply affordable units. The socially and physically isolated enclave that exists today will be transformed into an extension of the vibrant neighborhood of Charlestown, which will benefit from this transformation while helping to enable its vitality. Additionally, the Project will set a high bar for environmentally responsible development, consuming approximately half of the energy it would if built to current code and substantially less than the existing development, in spite of the addition of nearly 1,600 units.

The existing buildings will be replaced with 16 new buildings, with 2,699 new residential units in a phased project over approximately eight to ten years (see Figures 1.2 and 1.3). As detailed in Table 1.1, the Project will include 1,010 replacement affordable units, the development of nearly half of which will be financed with non-subsidized, conventional funding sources. Mixed income buildings will include both affordable and market rate units, and the Project includes approximately 70,000 square feet of retail and community space within both mixed-use and stand-alone buildings. Approximately 6.74 acres of landscaped open space will be provided, approximately 2.5 acres of which will be concentrated in large, publicly accessible, landscaped areas that will feature both active and passive recreation amenities. Publicly funded infrastructure improvements are proposed throughout the Site, including upgraded and reconnected roadways with utilities, sidewalks and landscaping as well as structured off-street parking.

Findings

MassDOT has reviewed and commented on the FEIR, EEA #15584 prepared for the Project. Pursuant to M.G.L. c. 30, Section 61, MassDOT hereby finds that all practicable means and measures will be taken to avoid or minimize adverse impacts to the environment as a result of the Project.

_____ By _____ Date _____

ATTACHMENT: Summary of Proposed Mitigation Measures (MassDOT)

| Mitigation Measure | Phase 1 | Phase 4 | Phase 7 | Phase 10 |
|--|---------|---------|---------|----------|
| Roadway Improvements | | | | |
| Bunker Hill at Polk Street/Green Street pavement marking improvements | | x | | |
| Vine Street at Chelsea Street pavement marking improvements | x | | | |
| Bunker Hill Street at Medford Street/Main Street signalization | | | | x |
| Bicycle Facilities | x | x | x | x |
| One Bluebikes Station (demand analysis by phase to determine additional) | | x | | x |
| Bike accommodations adjacent to the site along Bunker Hill Street | | x | | |
| Bike accommodations adjacent to the site along Medford Street | | | | x |
| Bike accommodations internal to the site along Tufts Street | | | x | |
| Bike accommodations internal to the site along Concord Street | | x | x | |
| Infrastructure | | | | |
| TNC geofencing (to extent recommended by BTD) | x | x | x | x |
| Safety | | | | |
| Enhanced crosswalks | x | x | x | x |
| Enhanced pedestrian experience at Lowney Way and pedestrian underpass | x | | | |
| Transit/Shuttle Bus | | | | |
| Study the feasibility (6 mo) of a coordinated/consolidated shuttle service | | x | | x |
| Pilot studies on improved peak period headways and alternate bus routes to the #92 and #93 MBTA Bus routes. | | x | | x |
| Transportation Demand Management Strategies | | | | |
| Join a TMA serving Charlestown | x | | | |
| Designate a Transportation Coordinator | x | x | x | x |
| Post and make available transit maps, schedules, and other information relevant to commuting (Transit Screen in all buildings) | x | x | x | x |
| Offer a new resident orientation packet | x | x | x | x |
| Free one-month transit pass for the first month of a new lease | x | x | x | x |
| Free one-year Bluebikes membership for the first year of a new lease | x | x | x | x |
| Monitoring program | x | x | x | x |
| Join the Bluebikes corporate partnership | x | x | x | x |
| Assign off-street parking spaces for car sharing companies (e.g. Zipcar) based on demand | x | x | x | n/a |
| Install electric vehicle charging stations for up to 25% of parking capacity | x | x | x | x |

| Mitigation Measure | Phase 1 | Phase 4 | Phase 7 | Phase 10 |
|---|---------|---------|---------|----------|
| Provide long-term covered secure bicycle spaces (one per unit) | x | x | x | x |
| Provide short-term public realm bicycle spaces (to maximum extent feasible) | x | x | x | x |
| Provide on-site air pumps and bike tools | x | x | x | x |
| Change for residential parking separately from rental fees | x | x | x | x |
| Add other project components to decrease convenience trips | x | x | x | x |

6.2.2 Greenhouse Gas Self Certification

In accordance with the MEPA GHG Policy, the Proponent will provide a self-certification to the MEPA Office signed by an appropriate professional following completion of construction to demonstrate that the stationary source GHG emissions have been mitigated. A draft commitment letter for this self-certification submission is provided below.

DRAFT ONLY

Secretary Katie A. Theoharides
 Executive Office of Energy & Environmental Affairs
 100 Cambridge Street, Suite 900
 Boston, MA 02114

ATTN: Director, MEPA Office

Re: Letter of Commitment for Stationary Source Greenhouse Gas Emissions Self-Certification
 Bunker Hill Housing Redevelopment Project
 Boston, MA (EEA No. 15584)

On behalf of the Bunker Hill Redevelopment Company LLC, a joint venture between Leggat McCall Properties and the Joseph J Corcoran Company, VHB has prepared a summary of the estimated reduction in overall energy use and stationary source Greenhouse Gas (GHG) emissions for the Bunker Hill Housing Redevelopment Project in the Charlestown neighborhood of Boston (the "Project").

In accordance with the current MEPA Greenhouse Gas Emissions Policy and Protocol (the "GHG Policy") dated May 2010, the stationary source GHG assessment was provided to the MEPA Office as part of the Draft Environmental Impact Report-Notice of Project Change ("DEIR-NPC") filed on February 18, 2020. The Design Case assumed building design and system improvements that would result in energy reductions, in accordance with the GHG Policy.

The energy conservation measures for the Project are estimated to reduce the overall energy use by approximately 56.1 percent, resulting in an approximately 56.1 percent reduction in stationary source CO₂ emissions when compared to the baseline case. The following table presents the estimated energy savings and CO₂ emissions reductions for the Project.

TABLE A ESTIMATED ENERGY SAVINGS AND CO₂ EMISSIONS REDUCTIONS

| Building ID and Use | | Residential and Retail Area (gsf) | Energy Consumption (MMBtu/yr) | | | CO ₂ Emissions (tons/yr) | | |
|---------------------|-------------|-----------------------------------|-------------------------------|---------------|-----------------|-------------------------------------|--------------|-----------------|
| | | | Base Case | Design Case | Percent Savings | Base Case | Design Case | Percent Savings |
| A | Residential | 305,006 | 13,393 | 5,847 | 56.3% | 1,172 | 512 | 56.4% |
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gsf = gross square footage

The building energy model results/energy savings and estimated stationary source GHG emissions reductions are preliminary, and approximate. Following completion of construction of the individual project elements, the Proponent will submit a self-certification to the MEPA Office, signed by an appropriate professional, which identifies the as-built energy conservation measures and documents the stationary source GHG emissions reductions from the baseline case.

If you have any questions, please contact me at (617) 607-2972 or via email at skruel@vhb.com.

Very truly yours,

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