Beverly Depot Parking Garage
Beverly, Massachusetts

MBTA Project Number S62PS01

City of Beverly – Public Meeting Number 2

27 April 2011

AECOM

Agenda

1. Project Justification & Goals
2. Overview of Past Work – *Where we Were*
3. Key Comments from December 9, 2011 Meeting
4. Design Response to Key Comments – *Where we Are*
5. Schedule
6. Anticipated Design Evolution
7. Open Discussion

Project Justification

- Boston Region Travel Demand Model projects 2,175 daily boardings at Beverly Depot Station in 2030
- Daily boardings of 2,219 (5/10) already exceed 2030 projection
- Beverly Depot is the 2nd busiest of all 134 MBTA commuter rail stations
- Extremely limited public commuter parking located at Beverly Depot Station
- Privately-owned parking proximate to station is leased with a wait list of 2.5 years for the next available space
- Spill-over commuter parking occurs on local residential and commercial streets

Goals

- Significantly reduce commuter parking on local streets
- Build a 500+ space parking structure to accommodate commuter demand
- Assist in fulfillment of the State Implementation Plan (SIP) commitment to construct 1000 additional park-and-ride spaces by 2011 (CA/T Mitigation)
- Include project in Transportation Improvement Program and Air Quality Conformity Determination (TIP) for fiscal year 2010
- MBTA bus route #451 will service new parking facility with connection to Beverly Depot Station, creating intermodal transportation center
- Transit-Oriented Development

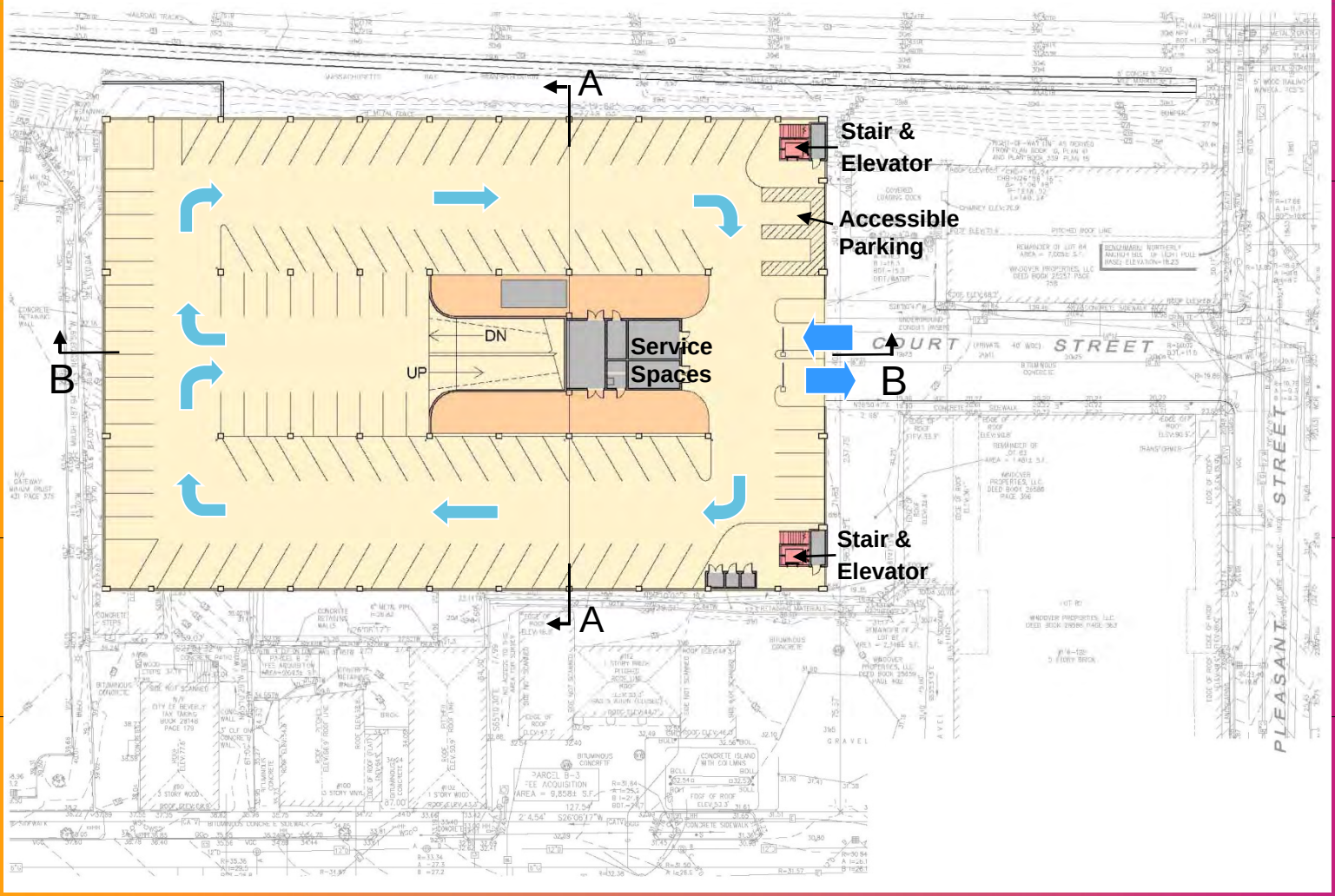
Site Location

Proposed Design – Pedestrian Circulation

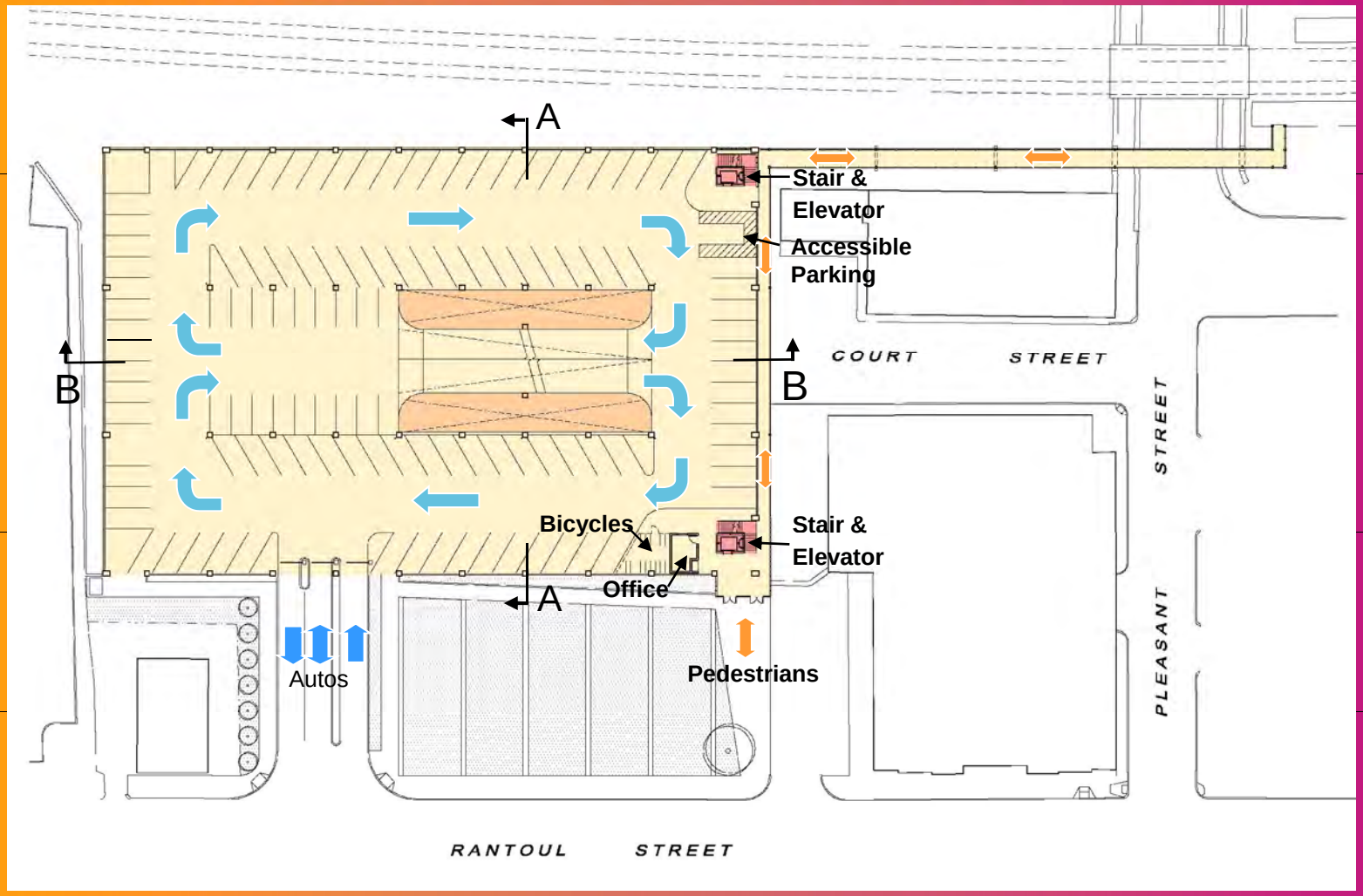
Facility Program Overview

- **500-Car Garage**
  - *10 accessible parking spaces*
  - *76 compact spaces (MBTA guideline is 15% or 73 spaces)*
- **Vehicle Access at Level 1 and Level 2**
- **Levels to be Interconnected by Ramps**
- **2 Elevators / 2 Egress Stairs**
- **Publicly Accessible and Secure Bicycle Storage Area**
- **Covered Pedestrian Connection from Garage to Platform**
- **Sustainable Features**

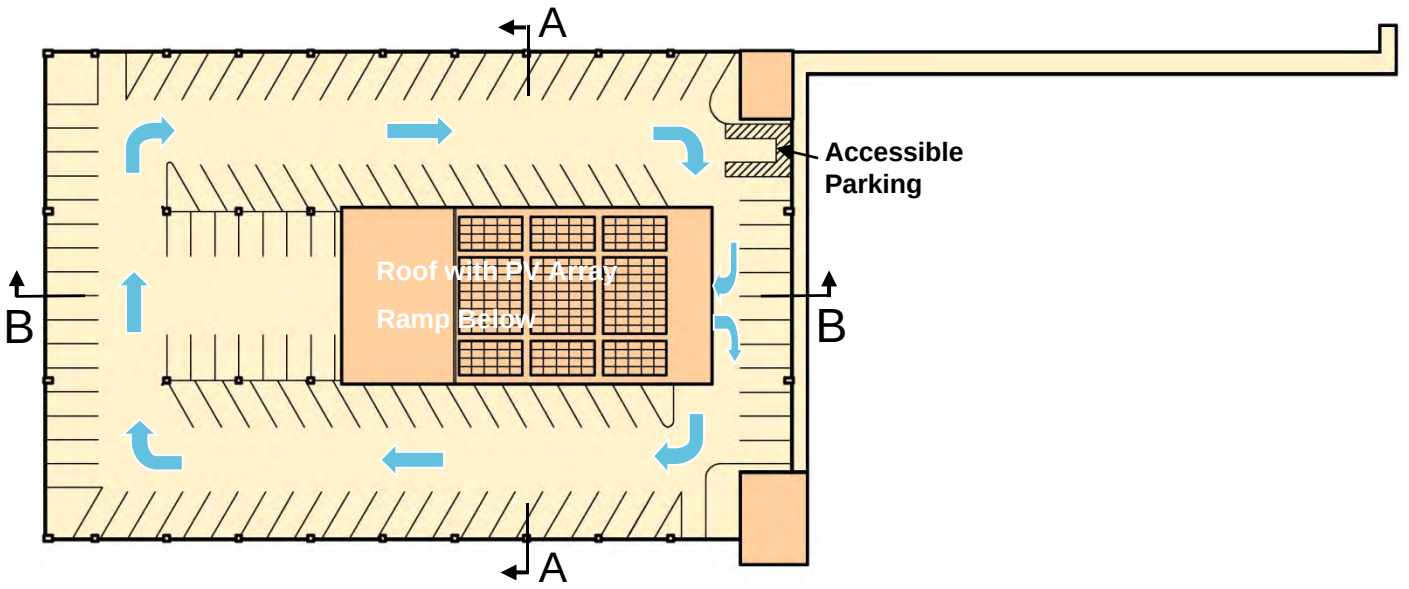
Plan Development – Level 1



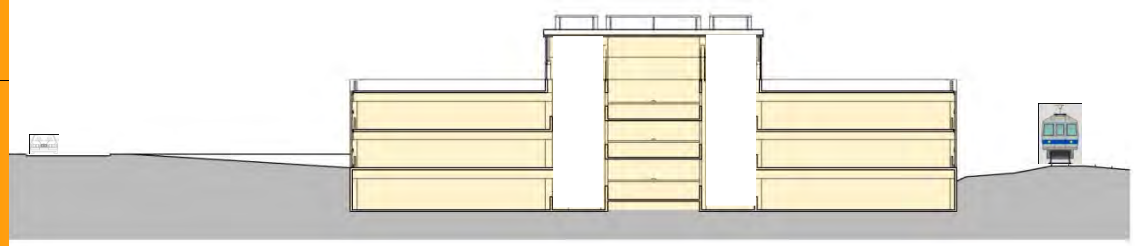
Plan Development – Level 2

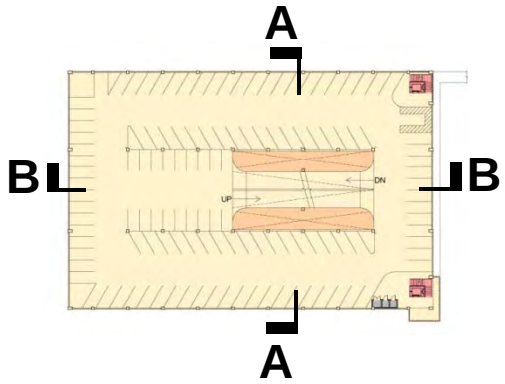


Plan Development – Level 4

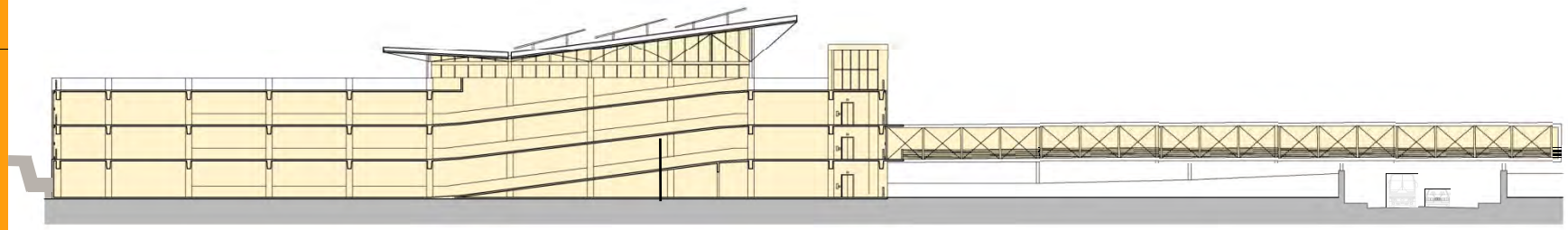


Section Development



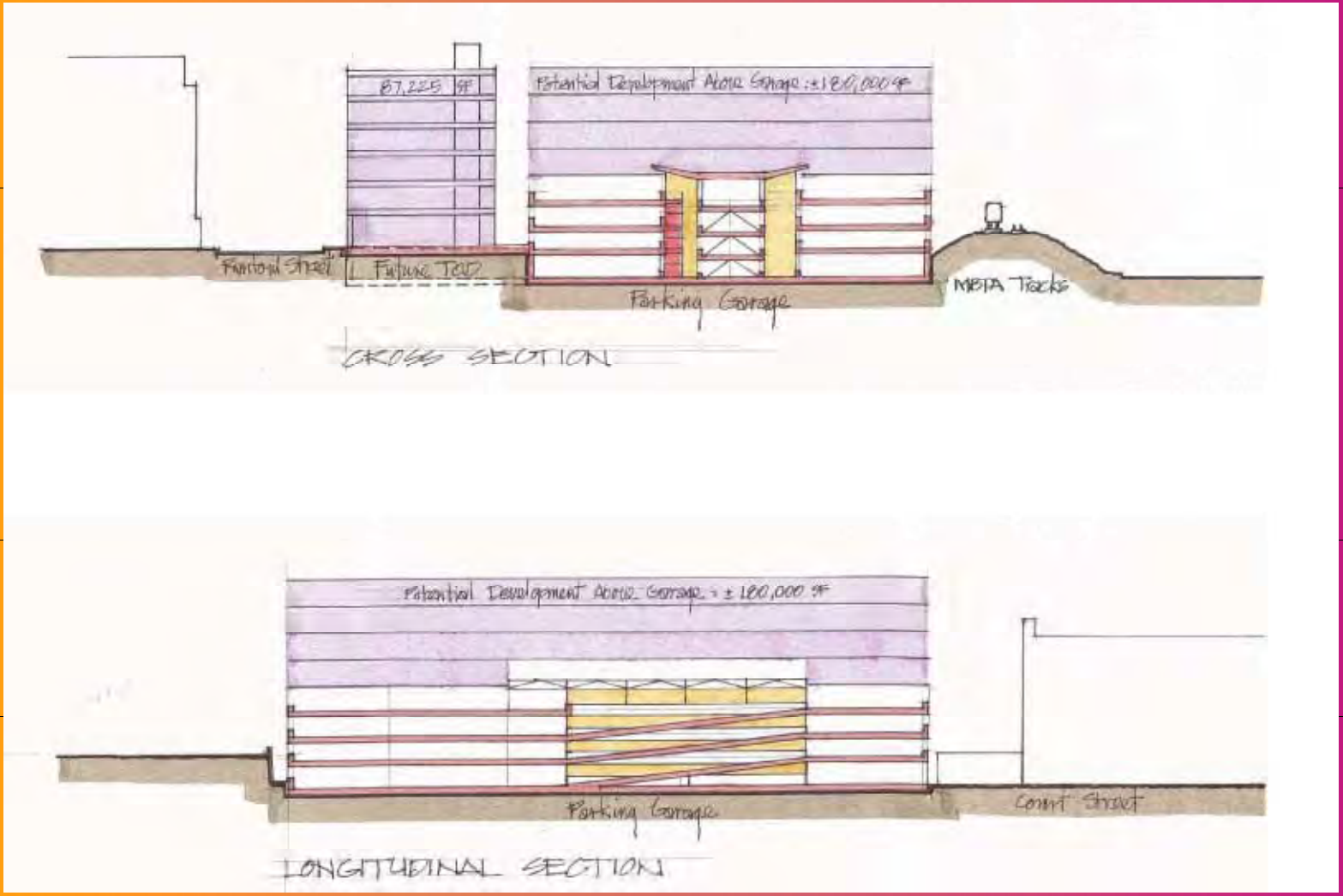


Section A-A Looking from Court Street



Section B-B Looking from Rantoul Street

Section Studies with TOD



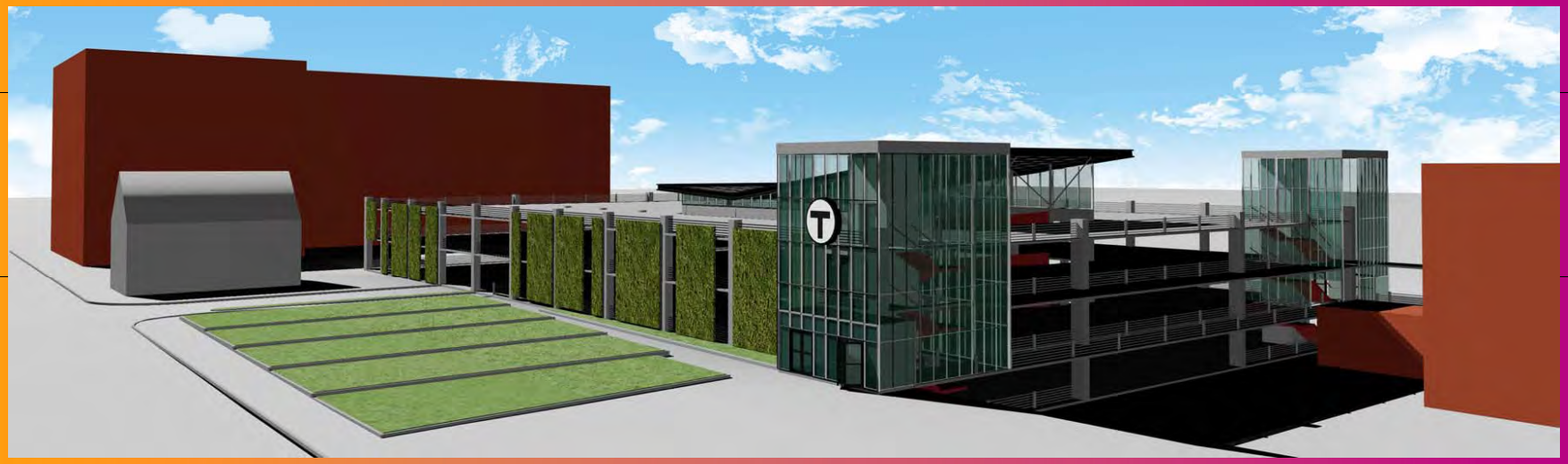
Materials Palette

AECOM

Elevation Studies

Elevation Studies

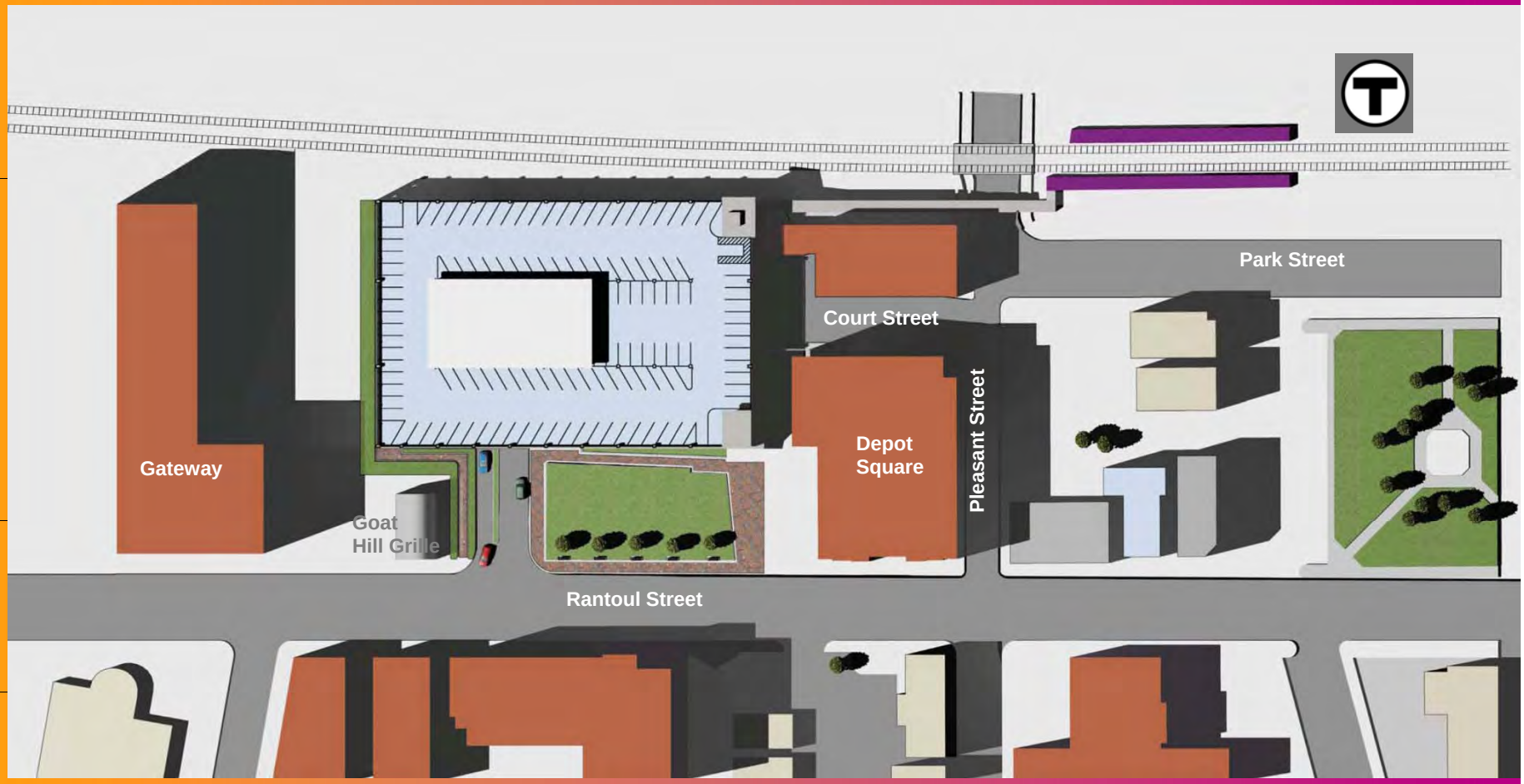
Model Studies



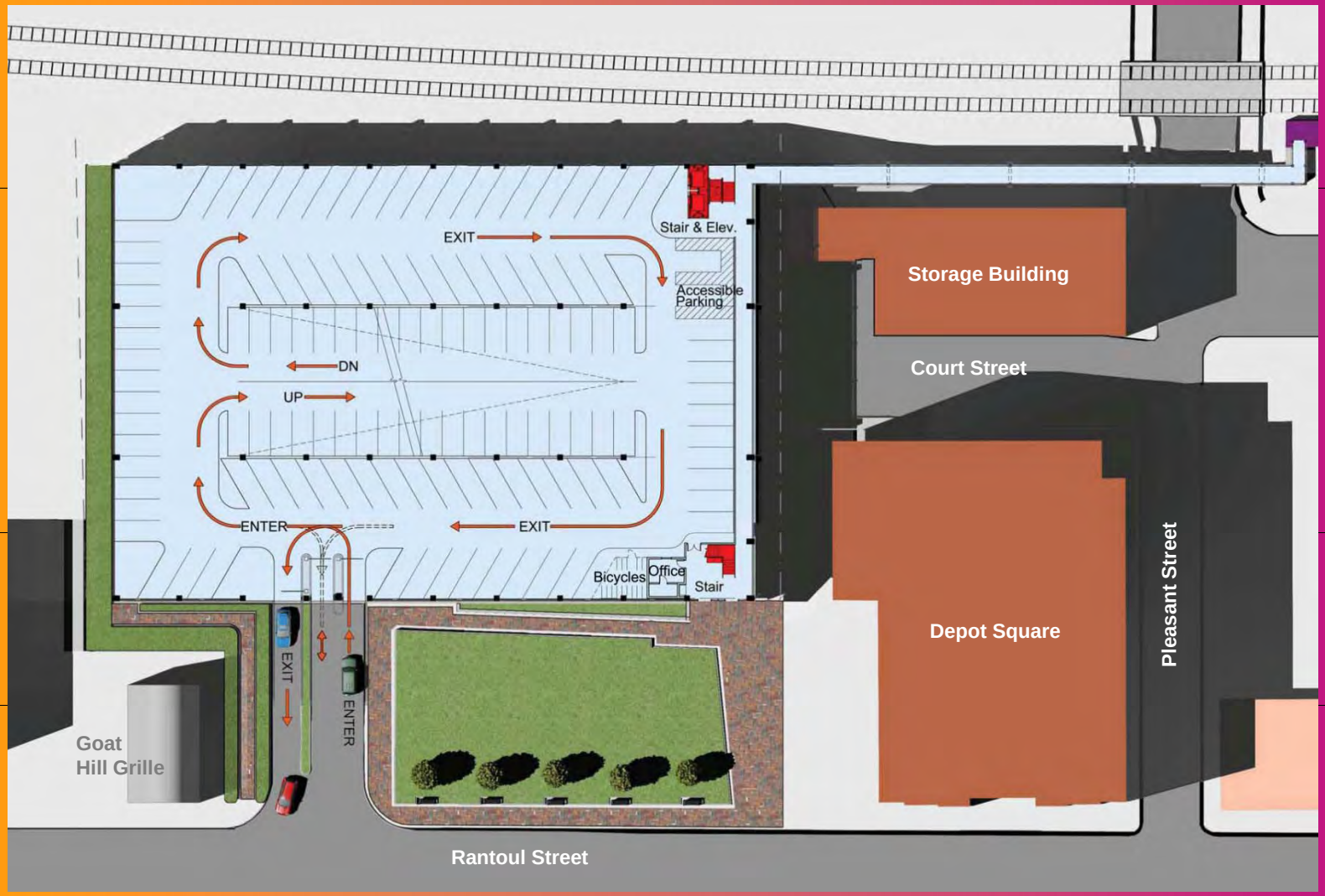
What we Heard on December 9, 2011

- Concern About the Façade Options Presented – Suggested the Garage be Brick / “Think Brick”
- Concern about the North Facade, Specifically, Sight-Lines and Headlight Spill into the Apartments to the North
- Concern about the Height and Massing of the Covered Ramp on the Top Floor of the Garage
- What Does South Elevation Look Like?

Refined Site Plan



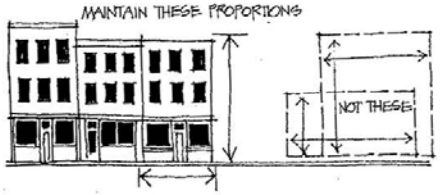
Typical Parking Floor Plan



Design in Context / A Main Street Attitude

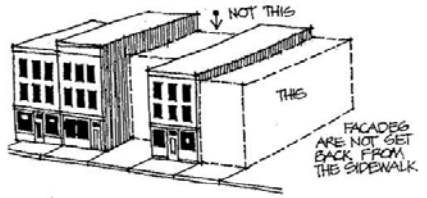
3. Proportion

The characteristic proportion (the relationship between height and width) of existing facades should be respected.



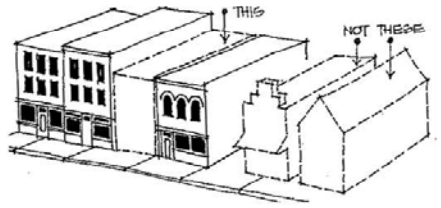
4. Relationship to Street

The new facade's relationship to the street (called the "setback") should be consistent with that of its neighboring buildings.



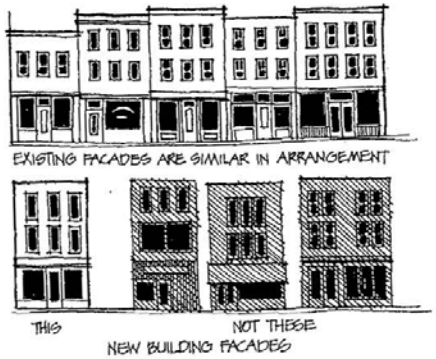
5. Roof and Cornice Forms

The form of the roof and building cornice should be similar to those on adjacent structures. On Main Street, this usually means a flat roof hidden behind a cornice.



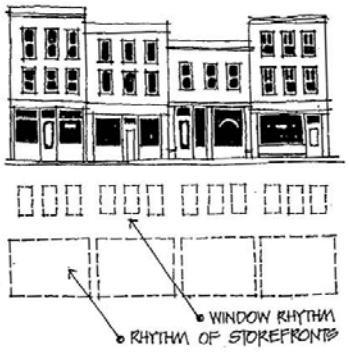
6. Composition

The composition of the infill facade (that is, the organization of its parts) should be similar to that of surrounding facades.



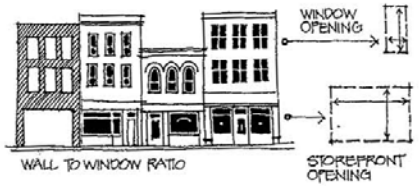
7. Rhythm

Rhythms that carry throughout the block (such as window spacing) should be incorporated into the new facade.



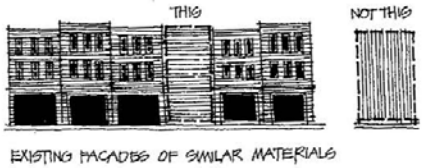
8. Proportions of Openings

The size and proportion of window and door openings should be similar to those on surrounding facades. The same applies to the ratio of window area to solid wall for the facade as a whole.



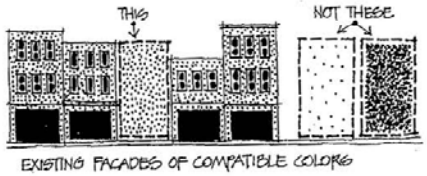
9. Materials

An infill facade should be composed of materials that complement adjacent facades. The new building should not stand out against others.



10. Color

The colors chosen for an infill facade should tie it to its neighbors.



Façade Approach 1

Rantoul Street Elevation

Façade Approach 2

Rantoul Street Elevation

Façade Approach 2

Façade Approach 2

South Elevation

Façade Approach 3

Rantoul Street Elevation

Façade Approach 3

Façade Approach 4

Rantoul Street Elevation

Façade Approach 4

Façade Approach 5

Rantoul Street Elevation

Façade Approach 5

Schedule Milestones

▪ 60% Design Complete	June, 2011
▪ Advertise for CMR	June, 2011
▪ Shortlist CMR / Issue RFP	July, 2011
▪ BOD Approval of CMR Construction Budget	September, 2011
▪ Negotiate with CMR / Issue NTP	November, 2011
▪ Clear Site and Excavate	December, 2011
▪ 90% Design Complete	January, 2012
▪ Install Foundations	January, 2012
▪ 100% Design Complete	March, 2012
▪ Start Building Construction	March, 2012
▪ Complete Building Construction	November, 2012
▪ Install Elevators	January, 2013
▪ Substantial Completion	March, 2013
▪ Start Operations	June, 2013

Anticipated Refinements to Design

- **Floor Plan Layout**
  - *Vertical Circulation Configuration*
  - *Entrances / Exits*
  - *Parking Configuration*
  - *Connection to Platform*
- **Sustainable Elements**
  - *Photovoltaics*
  - *Materials*
  - *Lighting*
- **Technology Integration**
- **Façade Development (Based on Community Input)**

Open Discussion
Questions and Answers